

# GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XL.

No. 4.

Chicago, Ill., U. S. A., February 25, 1918

PRICE \$1.55 PER YEAR  
TEN CENTS PER COPY

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—PEORIA  
11 Board of Trade

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whsle. gr., fld. seeds.\*  
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.\*

### ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

### ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

### ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

### BALTIMORE, MD.

Chamber of Commerce Members.

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Baltimore Pearl Hmny Co., corn pdts.\*  
Blackburn & Co., C. P., grain receivers, exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*

### BEAUMONT, TEX.

Archer, W. R., grain broker.

### BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*  
Hasenwinkle Grain Co., brkrs. of country grain.  
Slick & Co., L. E., grain brokers.  
Worth-Gyles Grain Co., cash and future grain.\*

### BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Cressey, Fred L., hay, grain, bkg. com.  
Haynes, Wm. J., broker.  
Jaquith, Parker, Smith & Co., wheat barley milo.\*  
Marden & Co., C. P., grain brokers.  
Merigold & Co., A. I., chicken wheat specialists.  
Taft, R. C., grain broker.

### BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., recvrs., fwdrs., consignments.  
Burns Grain Co., grain commission.\*  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevtr. Co., consignments.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc., W. G., strictly com'n.  
Hwin, Dudley M., barley.\*  
Pratt & Co., receivers, shippers of grain.\*  
Taylor & Bournique Co., receivers and shippers.\*  
Urmoston Grain Co., grain commission.\*

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Hastings-Stout Co., grain and hay.  
Magee-Lynch Grain Co., grain.\*  
Pink & Co., flour, hay, grain, fdstuff.  
Thistlewood & Co., grain and hay.

### CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., grain merchants.\*

### CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.

### CHICAGO, ILL.

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Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commiss'n merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Hitch & Carder, commission merchants.  
Holt & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain & provisions.\*  
Lipsey & Co., grain commission.\*  
Logan & Bryan, options, cash grain.\*  
Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Rogers Grain Co., commission merchants.  
Rosenbaum Bros., receivers, shippers.\*  
Rothchild Co., D., receivers & shippers.  
Rothschild Co., The Moses, general grain com'n.\*  
Rumsey & Company, grain commission.\*

### CHICAGO (Continued).

Sawyers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Ware & Leland, grain and seeds.\*

### CINCINNATI, O.

Chamber of Commerce Members.

Blumenthal, Max, grain, barley a specialty.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perlin Bros., want com.\*  
Mutual Com. Co., hay, grain, feed.\*

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Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., grain, seeds, hay, straw.\*

### COLUMBUS, O.

Myers & Baughman, grain and hay.

### DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*  
Merchants Elevtr. Co., buyers-sellers all grns.  
Purity Oats Co., buyers of grain.

### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Ayres Mercantile Co., The, F. C., milling wheat.\*  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator. We buy & sell grain & beans.\*  
Hungarian Mill & Elevtr. Co., receivers.  
Kellogg Gr. Co., O. M., recvrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Summit Grain & Coal Co., wh't. corn, oats, rye, bly.\*  
Thompson Merc. Co., The W. F., wholesale hay.  
Western Grain Co., mlg. wheat a specialty.

### DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., beans, wheat, oats.\*  
Caughy-Jossman Co., grain & seeds.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., gr., hay congmts. a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., E. J., grain & hay.\*  
Swift Grain Co., receivers & shippers.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

### FRANKFORT, IND.

Frank & Co., William, grain brokers.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Elder, Fred W., whsle, grain, hay, mill pdts.\*  
Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### HUTCHINSON, KAN.

Board of Trade Members.

Rollin Hall Grain Co., Kansas hard wheat.  
Pettit Grain Co., L. H., gr. com., recvrs., shprs.\*

### INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Helmiller Grain Co., receivers and shippers.  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Lowitz & Co., E., grain commission.\*  
McCardle-Black Co., grain merchants.\*  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
Mutual Grain Co., grain commission.\*  
Rich Grain Co., grain commission.\*  
Shotwell & Co., C. A., commission, bkg.  
Urmoston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

### JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, slrs., gr. & sds.

### KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.  
Aylsworth Grain Co., receivers, shippers.\*  
Bruce Bros. Grain Co., consignments.\*  
Christopher & Co., B. C., kafir, feterita, milo.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Fowler Grain Co., Lev., receivers & shippers.  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkener, recvrs. and shprs. of grain.\*  
Hinds Grain Co., The, receivers, shippers.  
Kemper Mill & Elevtr. Co., grain and feed.\*  
Mensendieck Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Murphy Grain Co., grain commission.\*  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, milo.\*  
Scoular-Bishop Grain Co., consignments.\*  
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.\*  
Terminal Elevators, receivers, shippers.\*  
Twisdale-Wright Grain Co., consignments-futures.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., commission merchants.\*  
Western Grain Co., shipper (a specialty).\*

### LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.\*

### LITTLE ROCK, ARK.

Munn-Burrow Brokerage Co., grain, hay millfeed.\*

### LIMA, O.

Riddle & Co., T. P., hay and grain.

### LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, hay, grain, mill products.\*

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MANSFIELD, OHIO.

Goemann Grain Co., grain buyers.\*

### MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.  
Nessly, J. L. Co., gr. brokers, alf. meal spec.\*  
U. S. Feed Co., grain, hay, millfeed.  
Webb & Maury, brokers and com. merchants.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.

Donahue Stratton Co., grain merchants.\*  
Hensley & Owen, grain commission.\*  
Kamm Company, P. C., barley and rye.\*  
Owen & Brother Co., grain commission.  
Rankin, M. G., & Co., grain and feed.  
Rialto Elevtr. Co., grain receivers & shippers.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain com.\*  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.\*  
Dalrymple Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Geddeh-Tanton Co., grain commission.  
Godfrey-Blanchard Co., grain recvrs.-shprs.\*  
Gould Grain Co., receivers & shippers.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Minnesota Grain Co., grain commission.\*  
Quinn Shepherdson Co., grain commission.\*  
Randall, Gee & Mitchell, grain com.  
Scroggins McLean Co., corn and oats.\*  
Stair, Christensen & Timmerman, gr. commission.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Woodward Newhouse Co., grain merchants.  
Zimmerman, Otto A., barley & oats my spec'ity.\*

\*Members Grain Dealers National Association.



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW ORLEANS, LA.

Steel Co., The J. H. W., gr. frt. brok. & forwdrs.\*

### NEW YORK CITY.

Produce Exchange Members.

Brainard Commission Co., consignments.\*  
Blake, Thomas M., buyers—quote us.\*  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Morey, L. A., grain.  
Riemschneider, Wm., gr. consignments.\*  
Therrien, A. F., broker.

### OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., wholesale grain and hay.\*  
Creamer-Gregg Gr. Co., always in the market.  
Drennan Grain Co., R. H., consignments.  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Gr. Co., grain merchants.  
Oklahoma Export Co., mlg. wheat wanted.\*  
Okla. City M. & E. Co., grain mer., mlrs.\*  
Perkins Grain Co., W. L., we busy & sell.\*  
Rutledge Grain Co., com. merchants.

### OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.  
Blanchard-Niswonger Co., recvrs. & shprs.\*  
Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain commission.  
Holmquist Elevator Co., receivers and shippers.\*  
Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.  
Merriam Commission Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.  
Urdike Grain Co., consignments.\*

### PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.\*  
Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., grain com. mchts.\*  
Conover Grain Co., E. B., grain commission.\*  
Consumers Grain Co., grain receivers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*

### PEORIA (Continued).

Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Warren Com. Co., consignments.\*

### PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezi., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Stites, A. Judson, grain and millfeed.\*  
Taylor & Bourne Co., shippers corn-oats.\*  
Young & Co., S. H., wheat, corn, oats.

### PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

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Geldel & Leubin, grain and hay.  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.  
McCague, R. S., grain, hay.  
Walton Co., Samuel, grain and hay.\*

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.\*

### RICHMOND, VA.

Grain Exchange Members.

Adams Grain & Prov. Co., seeds, grain, feed, hay.  
Beveridge & Co., S. T., grain, hay, feeds, seeds.

### SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

### ST. JOSEPH, MO.

Grain Exchange Members.

Aunt Jemima Mills Co., hominy feed.\*  
Elwood Grain Co., brokers & shippers wheat, corn.\*  
Gordon Comm. Co., T. P., grain dlr. and broker.\*  
Marshall Hall Grain Co., consignments solicited.\*  
Mid-West Grain Co., pure soft wheat.\*

### ST. LOUIS, MO.

Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Bryant, Tilghman A., grain broker-consignments.  
Dreyer Com. Co., fdg. stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., recvrs. & shprs. grain.\*  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Klosterman-Patton Gr. Co., grain receivers.  
Marshall Hall Grain Co., grain com.\*  
Hawpe Grain Co., M., grain merchants.  
Hunter Grain Co., grain merchants.  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Corn. Co., grain & grass seed.\*  
Teasdale Com. Co., J. H., recvrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.

### SIKESTON, MO.

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### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain recvrs., shippers.  
Zahn & Co., J. F., grain, seeds.\*

### WATONGA, OKLA.

Marshall Grain Co., grain merchants.\*

### WICHITA, KANS.

Board of Trade Members.

Kansas Flour Mills Co., The, expts., consign'ts.\*  
Kansas Milling Co., The, dealers in milling corn.  
Norris Grain Co., The Exporters.\*  
Strong Trading Co., grain and coal.\*  
Wichita Term. El. Co., kafir, rye, corn, oats.  
Williamson Grain Co., grain com'son.

### WICHITA FALLS, KANS.

Priddy Grain Co., dom. & export grain.\*

### WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.\*

\*Members Grain Dealers National Association.

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Members

PEORIA

Board of Trade  
Members

### MUELLER GRAIN COMPANY

Receivers and Shippers

GRAIN

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Board of Trade

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**KNIGHT & COMPANY**Grain Brokers and  
Commission Merchants

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**M. B. JONES & CO.**

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Members**MAGEE-LYNCH GRAIN CO.** Request daily card bids  
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Ass'n, Illinois Grain Dealers' Ass'n.**PINK & COMPANY**Flour, Hay, Grain—Feedstuff—Public  
Storage of Dry Package Goods

CAIRO

1207 Ohio St.

**Record of C. N. D.  
QUOTATIONS**Quotation Record, Form 97A, is formed of  
sheets of bond paper ruled to facilitate the  
recording of daily market prices of different  
options.Each sheet is headed "Board of Trade Quota-  
tions for Week Commencing Monday.....  
19.." Columns are provided for 4 Wheat op-  
tions, 4 Corn and 4 Oats; have spaces for the  
market hourly and at close. Closing prices for  
previous week are listed at top.Sixty sheets, 9½x9½ inches, are well bound in  
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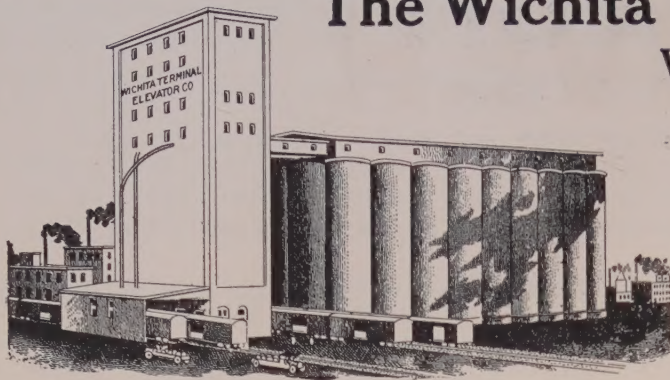
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CONSIGNMENTS**L. F. MILLER & SONS**  
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WANT OFFERS  
GRAIN FLOUR MILL FEED  
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Quality and UniformityIt's the Simplicity of arrangement  
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Its 146 pages of bond paper contain 13,745 code words; bound in flexible leather; price \$3.00.

Send your order today to  
Grain Dealers Journal, Chicago, Ill.**RECEIVERS, SHIPPERS AND BROKERS****E. A. GRUBBS GRAIN CO.**  
Greenville, Ohio

Wants Correspondence with members of the Grain Dealers Associations in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

**The Michigan Milling Co.**  
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is prepared to handle damp shelled corn through a large Hess Drier, either for local use or for transit work.

**BOLIN HALL GRAIN CO.**Kansas Hard Wheat  
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HUTCHINSON - KANSAS**BALDWIN GRAIN COMPANY**  
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BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

**Offer Us**CORN, OATS  
MILLFEED  
SCREENINGS  
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ETC.**L. E. SLICK & CO.**  
BLOOMINGTON, ILL.ASK FOR PRICES ON  
CORN FEEDS  
ALF-MOL-GRAIN  
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"Safety-First" Brand



We Can Ship You

**CORN**(KILN DRIED)  
for Milling and Feeding  
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ASK US FOR PRICES

**The McMillan Company**  
FORT WAYNE, INDIANA**The Scott County Milling Co.**  
Daily Capacity 3500 Bbls.OFFER US YOUR  
CORN, RYE and BARLEYMills and Elevators,  
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Submit Samples and Quote Prices  
**JACKSON MICHIGAN**

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Wholesale Grain Dealers  
**TOLEDO, OHIO**  
We make track bids and quote delivered prices.  
Solicit Consignments of Grain and Clover Seed.  
Members Toledo Produce Exchange and Chicago Board of Trade.

### Clover Seed

International Game, played in Toledo, Ohio.  
Providence does dealing. When "Seedy" favor  
**C. A. KING & CO.**  
*Like Billy Sunday, they deal in cash and futures*

## CORN and BEANS

**DRIED IN TRANSIT**

We have installed a new Hess Drier, and are prepared to dry corn and beans. We are located at junction of main line of Grand Trunk Ry. and Grand Rapids Division of M. C. R. R. Prompt service assured.

**BELDEN & CO., Inc.**  
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**THE GATES ELEVATOR CO.**  
Receivers and Shippers  
**Grain, Hay and Millfeeds**  
**CLEVELAND, OHIO**

**E. I. BAILEY**  
CLEVELAND, OHIO  
Receiver and Shipper of  
**Corn, Oats, Millfeed**  
ASK FOR PRICES

YOU WILL WANT THIS  
**EARLY TENNESSEE AND MISSISSIPPI CORN**  
**H. J. HASENWINKLE CO. MEMPHIS, TENNESSEE**

Particular fowl breeders are looking for accurately graded cracked corn. If you have it, you can meet their requirements.

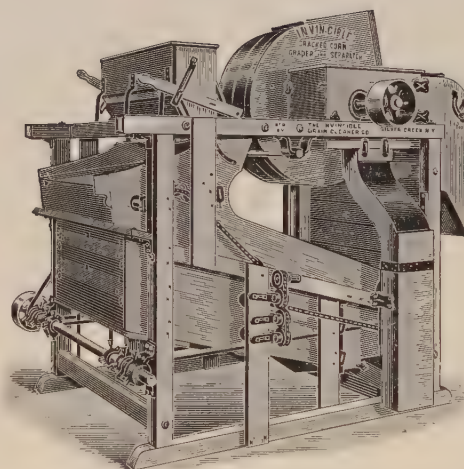
The INVINCIBLE Grader grades its grades properly.

## INVINCIBLE GRAIN CLEANER COMPANY

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## THE CORN EXCHANGE NATIONAL BANK OF CHICAGO

CAPITAL AND SURPLUS . . . . \$10,000,000.00  
UNDIVIDED PROFITS . . . . 2,000,000.00

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When writing advertisers mention the Grain Dealers Journal of Chicago which works to improve your trade conditions. By so doing you help it and your own business.



# A BIG SELLER

The ease and economy with which SCHUMACHER FEED supplies the maintenance or carbohydrate part of the dairy ration makes it the ideal feed for you to handle in connection with BIG "Q" the popular Protein feed.

Dairymen have found that these two feeds when fed in combination, to be the logical, economical feeds for maintenance and large milk production.

## SCHUMACHER FEED

is the fastest and biggest selling feed in the world—partly because it is the most widely advertised feed, but principally because it is the best "all 'round" feed. Your customers can profitably feed it the year around to cows, steers, hogs and poultry.

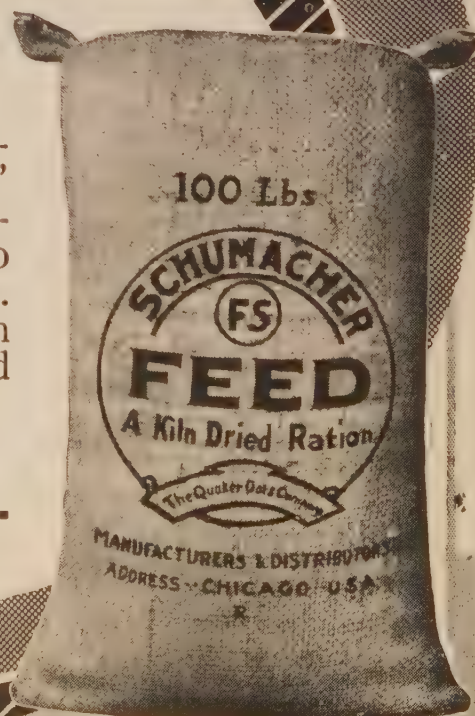
If you are not **handling** and **pushing** SCHUMACHER FEED in connection with BIG "Q" DAIRY RATION you are losing opportunities for all year 'round profits. These two feeds will bring customers to your store.

They are the winning combination which will insure satisfaction to your trade and increased profits for you.

Write for quotations TODAY.

**The Quaker Oats Co.**

Address CHICAGO, U. S. A.





# GOING STRONG!

**Mr. Dealer:**—If you are not yet handling BIG "Q" DAIRY RATION you have overlooked one of the best sellers and best business builders in the feed business.

It is already in the front rank of dairy feeds—and well in the lead.

It is selling as well (although on the market only a short time) as any other dairy ration, and better still, it is bringing back feeders who are doubling and trebling their first orders.

The answer is—RESULTS. It is the last word in a "down-to-date" high protein dairy ration, and consequently a drawing card for the dealers handling it.

## THE BIG Q DAIRY RATION

*is different from all other protein dairy feeds*

It was brought out to meet a demand for a high protein mixture having a wider variety of ingredients and possessing the highest quality of protein content—a feed that combines the five essentials of an ideal ration.

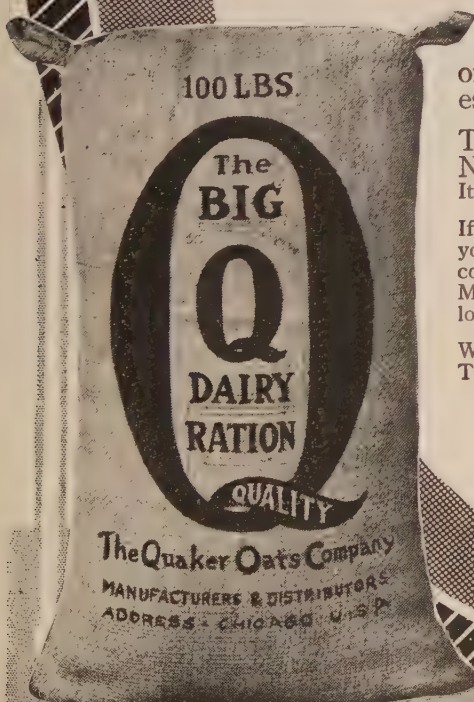
These are: PALATABILITY, DIGESTIBILITY, NUTRITION, VARIETY, REASONABLE COST. It is filling that demand and producing surprising results.

If you want to be in the **front rank** in the feed business, in your section, get BIG "Q" and push it. When sold in combination with the old reliable carbohydrate feed SCHUMACHER—you can "cinch" the feed business in your locality.

Write and ask us how we can help you do it. WRITE TODAY.

**The Quaker Oats Co.**

Address CHICAGO, U. S. A.



**QUALITY**



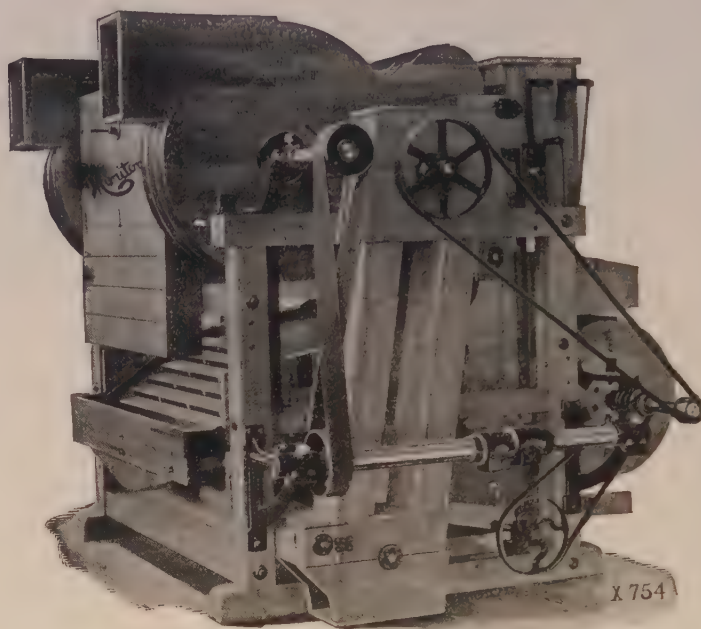
**Monitor**

## Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

**HUNTLEY MFG. CO.**

Silver Creek, N. Y.



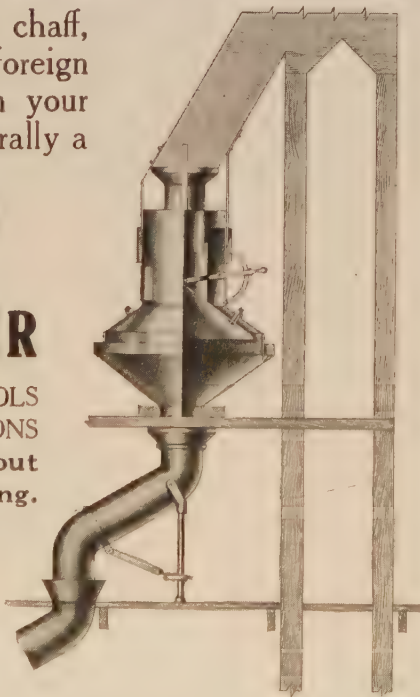
## THE FIRST LINE OF YOUR DEFENSE

Against dirt, chaff, and other foreign substances in your grain is naturally a

## CUPOLA GRAIN CLEANER

CLEANS, COOLS and CONDITIONS all grains without extra handling.

Can't choke, requires no attention and Pays a Net Profit on EVERY BUSH-EL HANDLED



Write for Particulars and Prices  
THEY WILL INTEREST YOU

**CUPOLA GRAIN CLEANER Co.**

123 West Madison St., Chicago, Ill.

## WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Account Books	Grain Triers
Attrition Mill	Gravity Cleaner
Bag Closing Machine	Lightning Rods
Bags and Burlap	Manlift
Bearings { Ball	Moisture Testers
{ Roller	Oat Bleachers
	Oat Clipper
Beltting	Portable Elevator
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Car Liners	{ Motors
Car Loader	Power Shovel
Car Mover	Sample Envelopes
Car Fuller	Scales
Car Seals	Scarifying Machine
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Clover Huller	Separator
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Dump	{ Steel
Dump Controller	Silent Chain Drive
Dust Collector	Spouting
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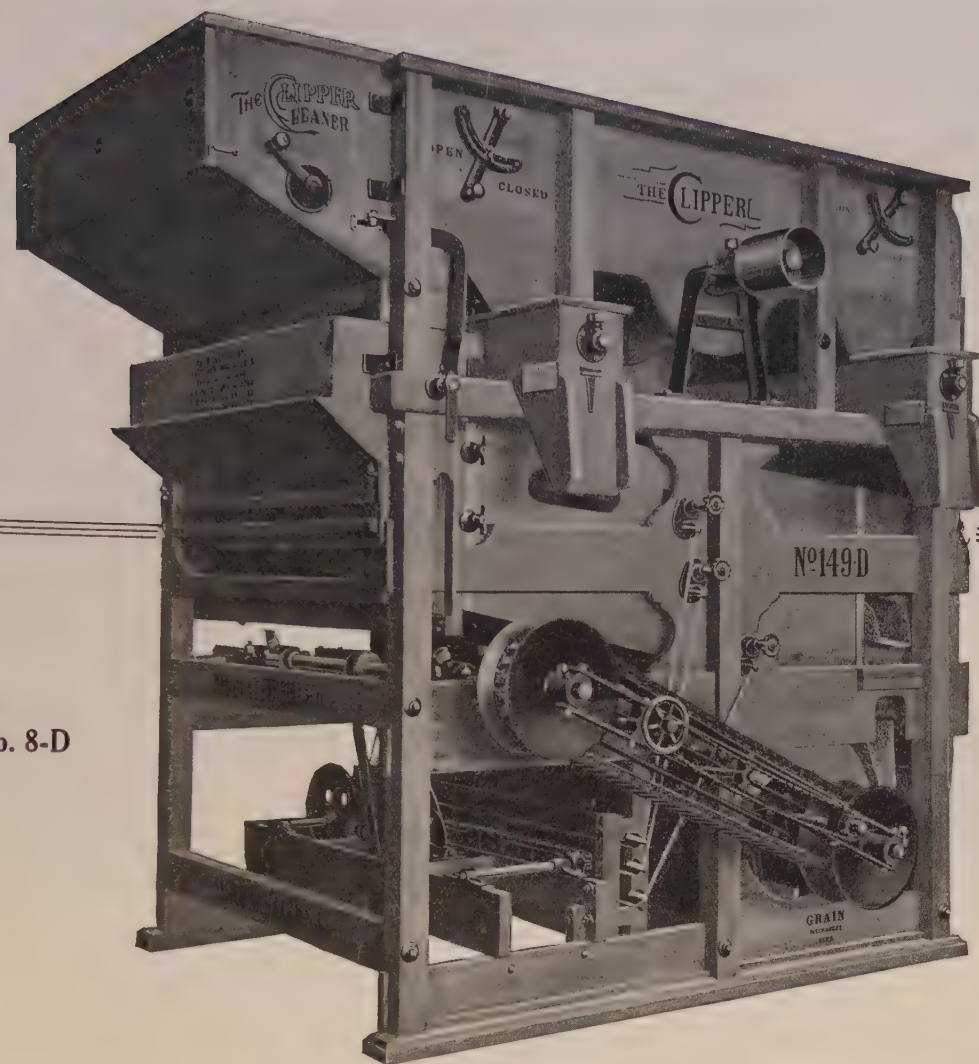
or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

## INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago





No. 8-D

No. 149-D

## The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER

No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

*Write for catalog*

**A. T. FERRELL & CO., Saginaw, W. S. Mich.**



## The Muncie Oil Engine

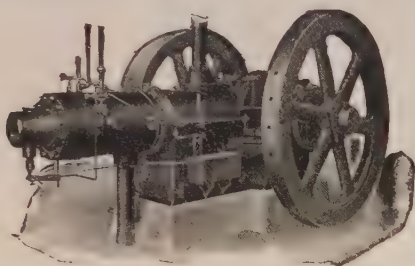
operates successfully on low grade fuel or crude oil. It is the ideal power for a grain elevator.

What is your power costing? Stop and figure the cost to operate and maintain your present plant, then figure a MUNCIE—you will readily see that when buying a MUNCIE you make an investment, you are installing a Money Maker, not a Money Spender. We solicit your investigation of the MUNCIE.

### MUNCIE OIL ENGINE CO.

516 JACKSON ST.

MUNCIE, IND.



**W**E were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

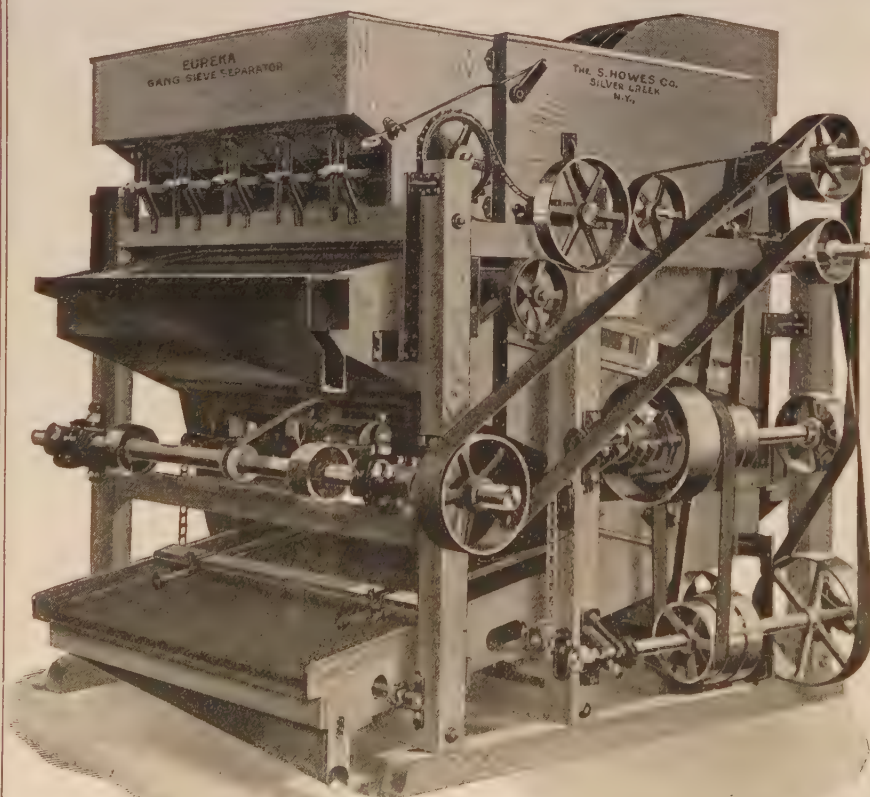
### New York Belting & Packing Co.

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## THE EUREKA VACUUM SIEVE SEPARATOR

### REMOVES

kingheads from wheat,  
oats from wheat,  
barley from wheat,  
rye from barley,  
oats from rye.

Let us send you reports from users,  
photographs and full particulars.



**S. HOWES COMPANY**  
Inc.  
SILVER CREEK, N. Y.



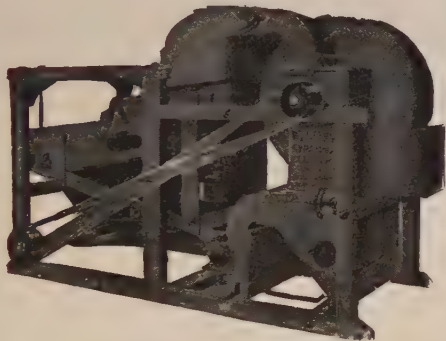




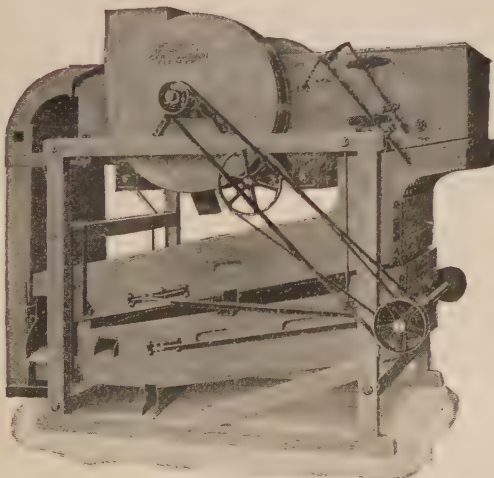
"Western" Pitless Sheller



"Western" Regular Warehouse Sheller



"Western" Gyrating Sheller



"Western" Combined Corn and Grain Cleaner

## OVER HERE

It's going to be our duty to see that those "over there" have all they need in food stuffs, etc. What is more important to the fighting man than grain products? Every bit of grain must be accounted for; it's got to do its duty the same as you and I.

What are you doing to reach this end? Is your elevator so equipped that it will handle the grain efficiently? Are your shellers, cleaners, and other vital parts up to standard? If they are not, it's your patriotic duty to get busy and fix them up or install new ones.

For over forty years we have specialized in grain handling machinery. Right now the

## WESTERN LINE

of elevator equipment is recognized as the standard for country elevators. No money has been spared in the perfection of this very extensive line.

No matter what you may need for your elevator, we can supply that need.

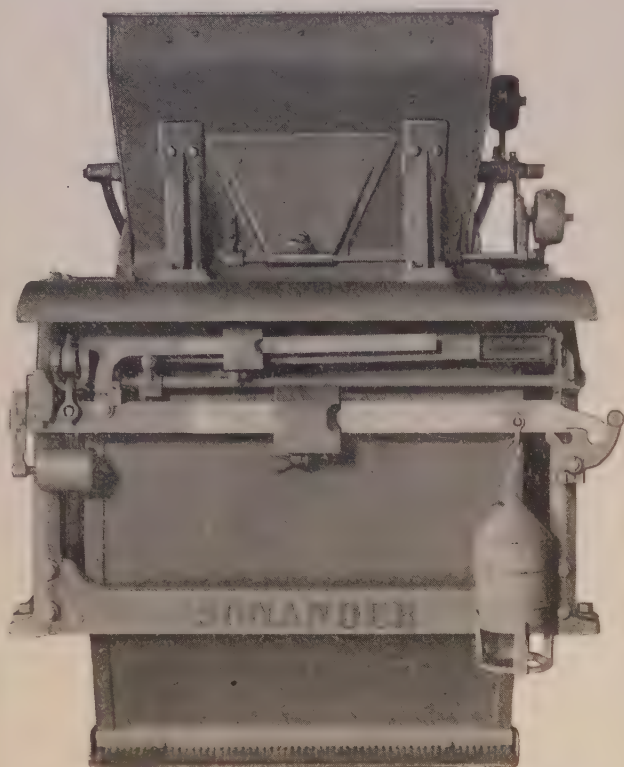
Our engineering department is well equipped and will gladly solve your mechanical problems, if you will but call on them.

If our catalog is not already in your office, send for it without delay. You will be mighty pleased to have it on hand at some later day.

**UNION IRON WORKS, Decatur, Ill.**



# PUTTING IT OVER



That's what we've all got to do if we intend to hasten the day when we will live in peace once more—with the war won, of course.

Handle the grain through your elevator in the most efficient and economical manner; get all there is in it—every kernel is needed. The most important part of your elevator is the weighing equipment. Before the grain moving season comes around, investigate this very important part of your plant—if you need a new one, let it be the

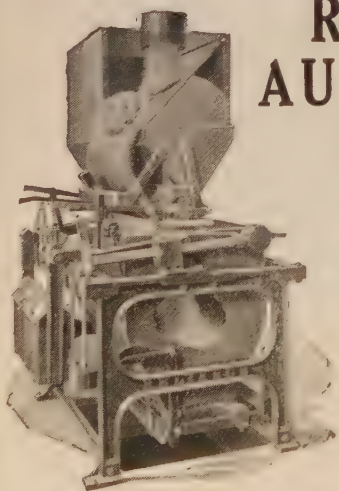
## Howe-Sonander Automatic Scale

the scale with an enviable record for accuracy and durability. The one automatic scale that can be relied upon to give correct weights; whose weights are considered authentic by all railroads. If you will write any of the offices shown below, literature will be sent to you promptly—without obligation.

## Howe Scale Co. of Illinois

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KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.  
For Washington, Oregon and Idaho Business, Address  
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## RELIANCE AUTOMATIC SCALES



contain many features, not found in other automatic scales.

Send for Bulletin which fully explains all the important features of this scale; it shows how frozen lumps of grain, cobs, sticks,

etc., are screened out of the grain that flows through the small opening for the DRIBBLE; why the pressure of grain into the weighing hopper is always uniform at the time the beam comes to a balance, and why the DRIBBLE cannot vary, no matter how unevenly the grain is delivered to the scale.

Write us for complete information.

## National Automatic Scale Co.

3440-3442 So. Ashland Ave.

CHICAGO, ILL.

## IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$  inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19GT. Price \$1.00.

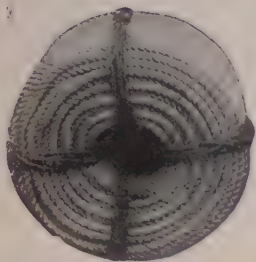
## GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.



# ROPE FOR YOUR ELEVATOR



AJAX TRANSMISSION ROPE for transmitting power is specially designed for grain elevators.

The very best rope that the best material and most skillful workmanship can produce. The soft, smooth fibre in this rope and the manner in which it is laid minimize the internal friction between the fibres due to bending around the sheaves.

Write for catalog of elevator equipment.

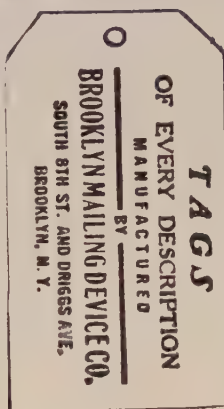
**H. Channon Company, Chicago.**

## ELEVATOR MACHINERY

**G**RAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS, CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

**THE C. O. BARTLETT & SNOW CO.**  
CLEVELAND, OHIO, U. S. A.



**Users of Bags and Tags**  
The

**Brooklyn Mailing Device Co.**

Offers Its Exceptional Service in  
Supplying Your Wants  
We Manufacture All Kinds of

**BAGS and TAGS**

A Trial Will Convince You of  
Our "Right" Prices  
Samples Upon Request

**Brooklyn Mailing Device Co.**

South 8th St. and Driggs Ave.  
BROOKLYN NEW YORK  
Department G



How can you

## NAIL THE PROFITS

Making sure of every Dollar Due You?

Separate the Volunteer Wheat  
from the Oats

Separate the Volunteer Oats and Wild  
Oats from the Wheat

Mixed—These Grains Grade Low  
Separated—They Are Worth More

The Richardson Oat Separator is the Answer.  
It will Absolutely and Economically Make these  
Separations.

**Richardson Grain Separator Co.**

15th Ave. S. E. and N. P. Tracks

MINNEAPOLIS, MINN.





## TORSION BALANCE



Style No. 6000  
Corn Grading Balance

Corn Grading  
Grain Moisture  
Bean and Seed Testing Scales  
Special Scales for Special Purposes

### Torsion Balances

—have—  
No Knife-edges—No Friction—  
No Wear—No Concealed  
Bearings

Used by U. S. Dept. of Agriculture, Testing Stations, Grain Elevators, Seedsmen, Commission Houses and Boards of Trade.

WRITE FOR SEED PAMPHLET

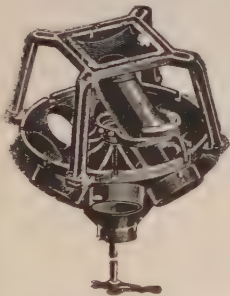
### Torsion Balance Co.

MAIN OFFICE      Factory  
92 Reade St.      147 8th St.  
New York, N. Y.      Jersey City, N. J.  
Pacific Coast Branch  
49 California St., San Francisco, Cal

## HALL SPECIAL

(Elevator Leg)

When we conceived the idea of the HALL SPECIAL LEG we had one great big thought before us, that elevator owners are no longer satisfied with half work; what they want is a leg that won't keep a man constantly at the feed gate to prevent chokes and watch cups ascending half full. So we designed a leg to operate on a commercial basis. We figured your standpoint and found that it cost you more money than putting in the right system of transportation in the first place; and resolved to save you the constant expense, shortened profits, and worry that comes with confusion, lost motion and waste.



The elevator operator and the bin capacity are worth more than the machines operated. THE HALL SIGNALING DISTRIBUTOR increases the efficiency of the man, enables him to do more business, and keeps all his grain from mixing. It increases the available bin capacity, and enables the owner to handle more grain.

HALL DISTRIBUTOR CO., 222 Ry. Exchange Bldg., Omaha, Nebr.

## NO EXPERIMENT

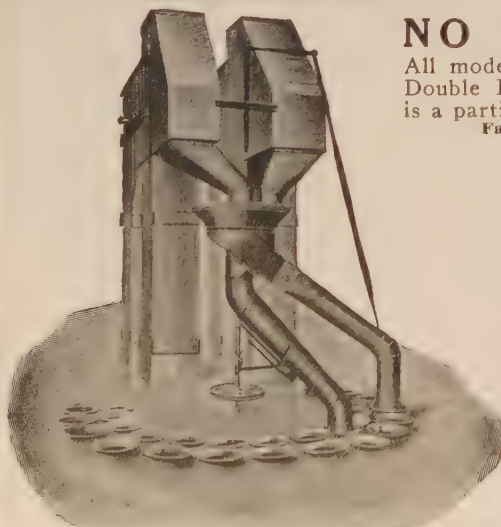
All modern elevators use the Ibberson Double Distributing Spout. Following is a partial list of users:

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" "	Karnack, N. D.
" "	Falsen, N. D.
" "	Argyle, Minn.
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" "	Hendon, N. D.
" "	Zell, S. D.

And many more. This spout is worth your attention. For particulars, write

**JAMES J. GERBER**

Minneapolis, Minn.



## CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL, - - - 315 So. La Salle Street, Chicago, Ill.

Prevent  
CLAIM LOSSES  
with

## TYDEN CAR SEALS

Bearing shipper's name  
and consecutive numbers.

6000 SHIPPERS  
Are now using them.

Write for samples  
and prices.



INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg. CHICAGO, ILL.

A  
cyclone  
in the  
true sense  
of the word  
has force of  
air without any back draft.



## The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

The Knickerbocker Co.  
Jackson, Mich.

For Accurate Moisture Tests  
use our Grain Dealers Air Tight  
Cans for forwarding your grain  
samples.

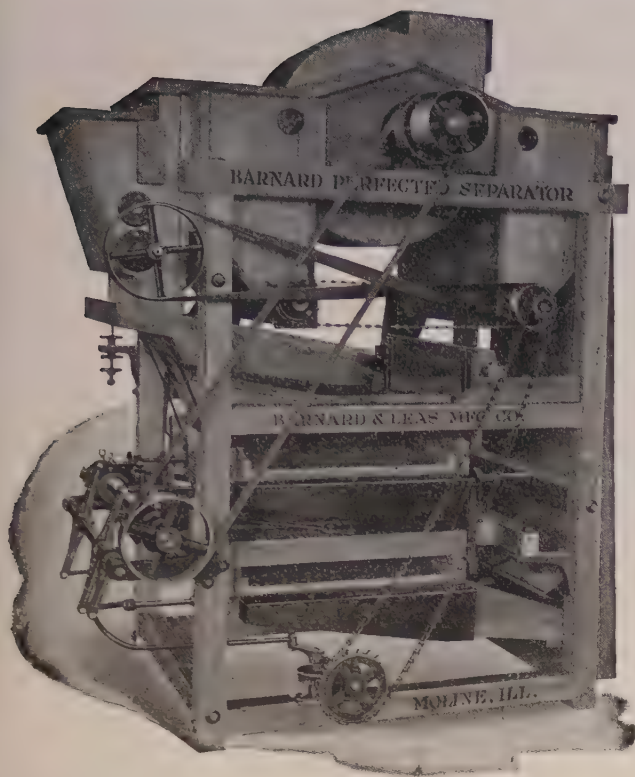
ST. LOUIS PAPER CAN AND TUBE CO.  
ST. LOUIS, MO.

## You Can Sell— Your Elevator

by advertising directly  
to people who want to  
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Grain Dealers Journal  
Want Ad.





## The Supreme Attainment in Grain Cleaning Machinery

The Barnard Double Side Shake Receiving Separator is a revelation in grain cleaning. It is a comparatively new machine, having been on the market only a few years. Like all other machines put out under our name, it is supreme in its field. This statement is substantiated by the large number in use and its satisfied users.

This is a five sieve, automatic separator, consisting of an upper end-shake scalping sieve and four lower side-shake main sieves, four cockle or sand sieves and traveling brushes underneath—not on top of sieves.

Its many individual features, described in our catalog, which is yours for the asking, will prove to you that it is the machine you need to bring your business up to a profit-making basis. We want to hear from you regarding this machine. Write today—a post card will do.

**BARNARD & LEAS MFG. CO.**

**MILL BUILDERS AND**

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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





## The Monarch Ball Bearing Attrition Mill

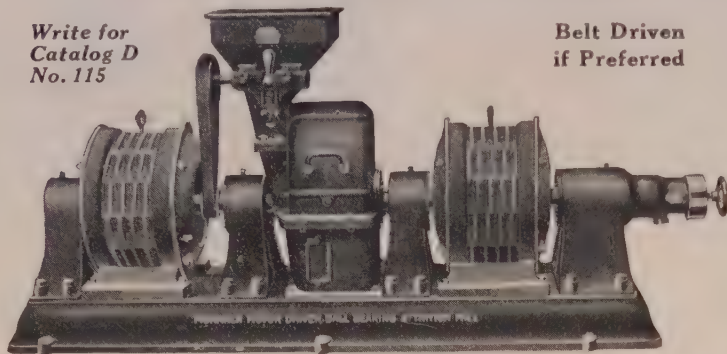
has, by successive forward steps, reached a point where it can safely be said that it is

### A Mill of Unrivalled Mechanical Perfection

Every possible form of design for the saving of time, labor and material has been incorporated in the construction of this satisfactory feed grinder.

Write for  
Catalog D  
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Belt Driven  
if Preferred



It requires no tramming, the ground product is always uniform, it saves power, amounting under varying conditions to from 25% to 50% and 95% of the cost of lubrication, compared with a journal bearing machine.

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Mill Builders and Milling Engineers

Main Office and Works, MUNCY, PA.

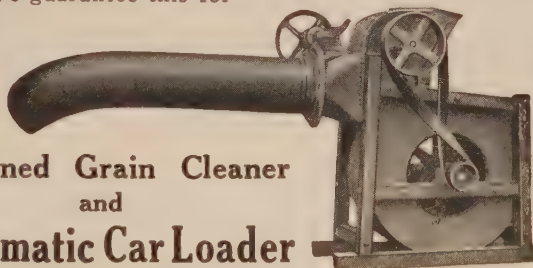
P. O. Box No. 26

Chicago Office: No. 9 So. Clinton

## CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The  
Combined Grain Cleaner  
and  
Pneumatic Car Loader



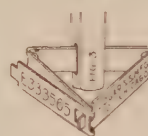
It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

## STOP THE LEAK



by using the Edgar Steel Seal. It furnishes positive evidence to locate and stop pilfering for less than a one cent postage stamp per car.

Ask us for prices and samples NOW.

Edgar Steel Seal & Mfg. Co.  
Lawrence, Kansas

## The Automatic Dump Controller

USED EVERYWHERE

WHY!

Efficiency is one of the greatest necessities today. There will be a vast amount of grain handled during the coming Seasons especially, on account of the War Situation. Therefore speed and accuracy are very much in need. You cannot wait to repair your dump between loads, you must have the equipment that will handle your dump without jarring and bumping, and without frightening the horses.

A Soldier of the Dump, am I,  
A Soldier brave and true,  
I passed them ol' exam's, just why  
Is what I'm telling you.  
You see I'm good as good can be,  
I b'lieve in great simplicity—  
When the wagons drive upon the dump,  
I don't allow that jerk and bump,  
I just say, Boys, "Be kerful Sil"  
And gently let the ol' cat die."  
And down she sinks with ease so sweet,  
That if it were a dream complete,  
You could not ask for more.

Circulars upon request.

L. J. McMILLIN  
523 Board of Trade Bldg.,  
INDIANAPOLIS, INDIANA



## ALBERT MILLER & COMPANY

Handlers of everything in

### HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

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Clover  
Alfalfa

Prairie  
Packing  
Straw

192 N. Clark St.  
CHICAGO, ILL.

If What You Want you see advertised, tell the advertiser.

If Not--Tell the Journal



# Beall

THE MARK OF QUALITY

**SEPARATORS Are Like the Mint — Every Day They Operate a Steady Stream of Dollars Pours into Your Cash Drawer.**

The reason is that the principles and practical construction carrying out the principles is right. For instance take our system of working two independent fans.

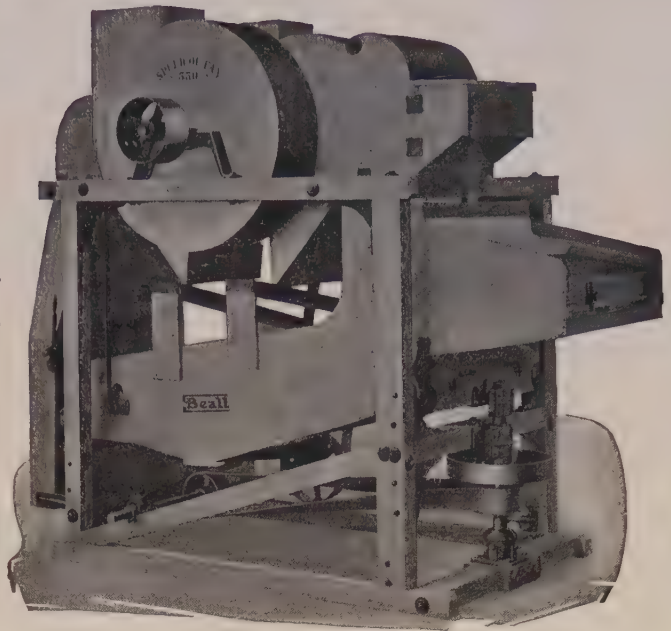
The air regulation is so perfect that there are never any "dead" spots where grain is not cleaned, or "over strong" spots where good grain is carried off because of too much air.

After the grain has passed over the alternating side and end shake sieve, over the main, cockle and sand sieve, it drops into a wide air trunk.

Here, another strong suction of air carries off light particles of dust and foreign materials, and leaves the good grain for profit.

The Beall is a splendidly balanced machine and will meet every requirement of Federal or any other grades.

What you **may** be losing by not knowing about our product is a good reason for finding out all about us. Get the catalog and price.



**Beall Improvements Company - Decatur, Illinois**



## REDUCES Cost of Insurance Number of Accidents Labor

The reduction of these three things will go a long way in adding materially to your year's profits. The saving effected in the cost of insurance alone will pay for a manlift within a very short time. Accidents are always costly—in more ways than one. A man can get to the cupola of your elevator in half the time on a manlift that he spends in walking up the stairs. Now in selecting a manlift, bear in mind that there is only one that is called the

## CONSTANT SAFETY MANLIFT

It is installed in hundreds of elevators throughout the country and is known to be the easiest and cheapest operated manlift on the market, and as for safety, it is the safest. It is equipped with ball bearings, adjustable brakes. All brakes work independently of each other.

Send for our latest catalog which gives more detailed information regarding this manlift together with our other grain elevator equipment. It is free for the asking.

**B. S. CONSTANT MFG. CO.**  
**BLOOMINGTON, ILL.**





## SUPERIORITY OF STANDARD SEED CLEANERS

is certain, because equipped with our Patented Improvements which are positively essential to proper working, efficiency and economy of operation.

No. 131-B

## STANDARD CLEANER

illustrated above, will be found of maximum ability and service for every variety of field seed and seed grain. In our descriptive circulars are shown cleaners of all sizes and for every cleaning purpose. Let us send them to you.

**THE INTERNATIONAL MFG. CO.**

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**Do you handle  
Farm implements  
Tractors  
Binder twine?**

Ask for information about  
our valuable service.

**Farm Implement News**  
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Chicago, Illinois

## CODE WORDS

for

## U. S. Corn and Wheat Grades

A supplement to the Universal Grain Code is ready for distribution. It is free; postage 2 cts.

**The Universal Grain Code** was compiled especially for the use of the grain and milling trades, and it contains every word, phrase and term in use by the grain trade. The Code makes it possible to keep your business messages private. Its 146 pages contain 13,745 expressions and no two code words are spelled near enough alike to cause confusion. The book is 7x4 $\frac{5}{8}$  inches in size, printed on policy-bond paper, and bound in black, flexible leather. The price is only \$3.00.

Names of purchasers are published in the list of Universal Code Users and distributed to the grain trade free of charge.

**The Supplement** is a four-page folder to be inserted between pages 44 and 45 of the Code. It gives a code word for each class, sub-class, and grade of wheat and corn, and for each explanatory term, used in the new U. S. Standards. It is not lawful to sell grain for shipment in interstate commerce by any other grade than those specified in the Standards, and therefore it is necessary to specify those grades when wiring in order that misunderstandings may be avoided. A copy of the Supplement will be sent free upon receipt of a 2-ct. stamp.

MATFELON in a message means Universal Grain Code.

**Grain Dealers Journal**

305 So. LaSalle St.

Chicago, Ill.



## FOURTEEN YEARS' PAINT SERVICE

## DIXON'S SILICA - GRAPHITE PAINT

gave fourteen years' paint service on elevators owned by the Globe Elevator Company. Other grain elevator concerns have had similar experience. The reason why Dixon's Paint is most widely used on grain elevators is because

**It Lasts Longer;  
Costs Least Per Year;  
Always Best Quality;  
Most Reliable;  
Most Popular.**

By using DIXON'S SILICA-GRAPHITE PAINT, you SOLVE your paint worries; you lower your yearly paint costs, and you get superior service. Booklet No. 15B is free.

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JERSEY CITY, NEW JERSEY

### The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

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203 Grain Exchange  
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We Build  
Modern Grain Elevators



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Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

## Eliminates Spotting Charges



## Thirty Days FREE Trial

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## NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately

**Advance Car Mover Co. Appleton Wisconsin**



1500 Ton All Steel Coal Storage Tank

## G-W COAL ELEVATORS and CONVEYORS

repay their costs many times over in the saving of time, labor and demurrage.

If your conditions are different the hundred or more illustrations in our Catalog may suggest a solution of your problem.

We design and manufacture Coal Elevators, Conveyors, Belt and Apron Conveyors, Pockets, Screens and Chutes, Wagon Loaders, Bagging Hoppers. Write for Catalog No. 16G.

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Chicago Office: 565 W. Washington St.  
Works: Hudson, N. Y.

## Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$2.00. Address,

GRAIN DEALERS JOURNAL, La Salle Street, Chicago, Ill.

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### FIRE PROOF GRAIN ELEVATORS

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ELEVATORS  
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### L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity

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Burrell Built Elevators  
are Better—  
the kind you need

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### Godfrey Mill & Elevator Construction Co.

Mill, Elevator and Warehouse Contractors  
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*Be Satisfied This Season!*

**"YOUNGLOVE does all the  
Contract calls for and MORE."**

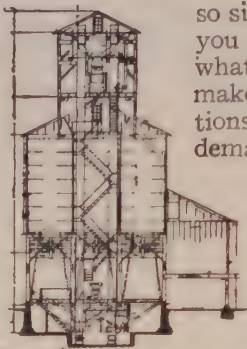
Concrete and Tile  
Quick Service

Cribbed and Balloon  
Guaranteed Work

REPAIR SPECIALISTS

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NOT A CHINESE PUZZLE, BUT READABLE  
**PLANS and ESTIMATES**



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

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We have the most complete organization in the Northwest for the construction of

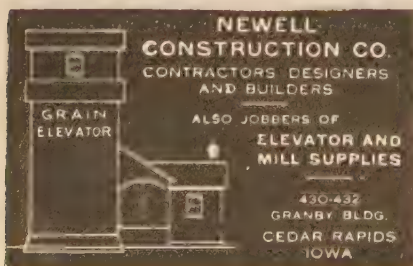
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We make plans and build up-to-date  
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OF GRAIN ELEVATORS  
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Contracts and Builds  
**Modern Grain Elevators**  
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.  
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**Your Individual Needs**  
are respected when your elevator  
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**W. H. CRAMER CONSTRUCTION CO.**  
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Write for Details of Our System

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Mills and Warehouses  
Especially Designed for Economy of  
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**Our New Booklet  
of  
Elevator  
Construction**

Write for Catalog C-2.

**White Star Co., Wichita, Kans.**

**Want an Elevator?**

Then consult the "Elevators  
for Sale" columns in this issue  
of the Grain Dealers Journal.



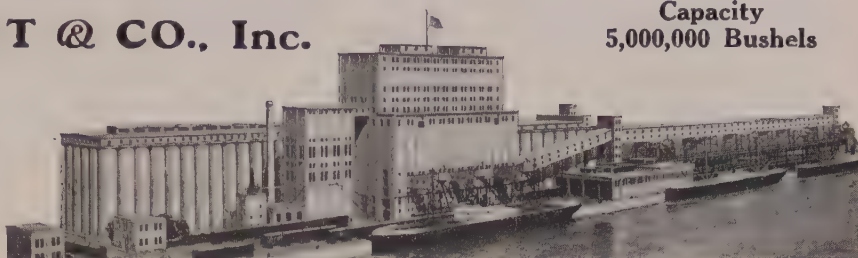
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Now in course of construction at Canton, Baltimore, Md.,  
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**JAMES STEWART & CO., Inc.**

Capacity  
5,000,000 Bushels

Designers and Builders  
GRAIN ELEVATORS  
IN ALL PARTS OF THE WORLD  
GRAIN ELEVATOR DEPT.  
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## Canadian Government Grain Elevator

Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

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**DESIGNING ENGINEERS**

**Reinforced Concrete Elevators, Large or Small**

Let us prove that our service will save you money on  
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Elevator at Erie, Pa. 1,250,000 storage  
capacity, with marine leg, 25,000 bu.  
receiving capacity. All concrete, modern  
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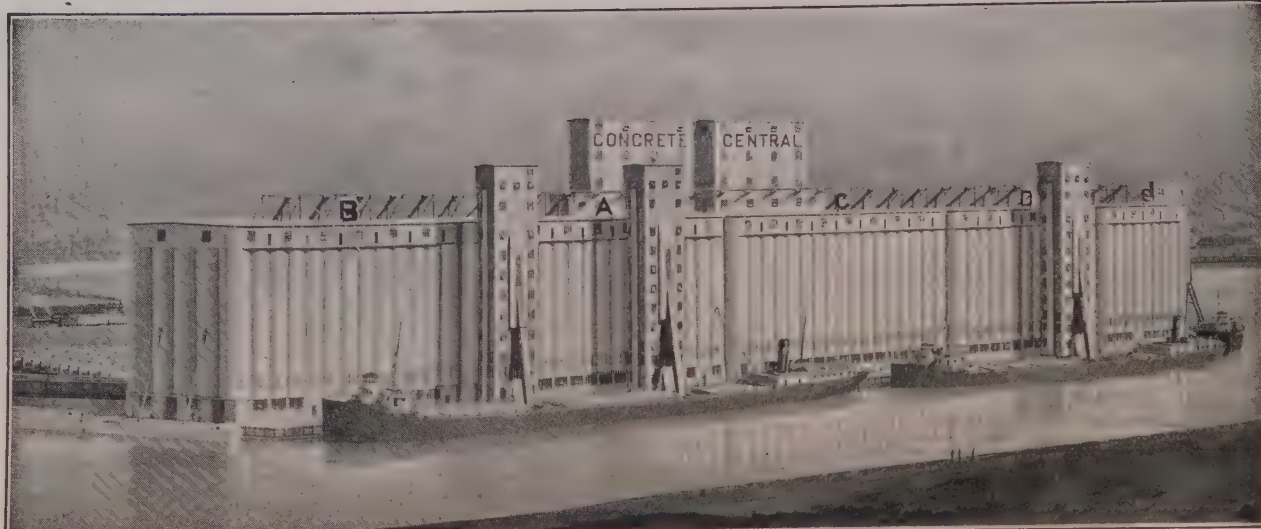
Designed and built under the  
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Write us for Estimates and Proposals





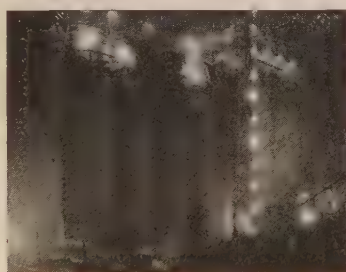
## CONCRETE-CENTRAL ELEVATOR—BUFFALO

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Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

**MONARCH ENGINEERING COMPANY**

Chamber of Commerce

BUFFALO, N. Y.

September 26  
1917September 12  
1917

**T**HESE photographs show night construction work on a large reinforced concrete work house and grain storage tanks which will form a part of a complete plant now under construction by the Canadian Leonard Construction Co., Limited, for the Quaker Oats Company, at Peterboro, Ontario, Canada, for the manufacture of a full line of their products.

The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

**LEONARD CONSTRUCTION CO.**WHITEHALL BUILDING  
NEW YORKMcCORMICK BUILDING  
CHICAGO**W.E. BURRELL & CO.**Elevator Repair  
SpecialistsEngineers and  
Builders of Grain  
ElevatorsWe can make a new  
elevator of your old  
one at small cost29 So. La Salle Street  
CHICAGO**JACKS**

FOR LIFTING CONCRETE FORMS

Manufactured and Sold by

**Nelson Machine Co.**

WAUKEGAN, ILL.

In use by many large Elevator Builders





**Wichita Terminal Elevator, Wichita, Kansas**

Recently Completed. Total Capacity of Plant: 1,000,000 Bushels.

**Designing and Consulting Engineers for Entire Work**

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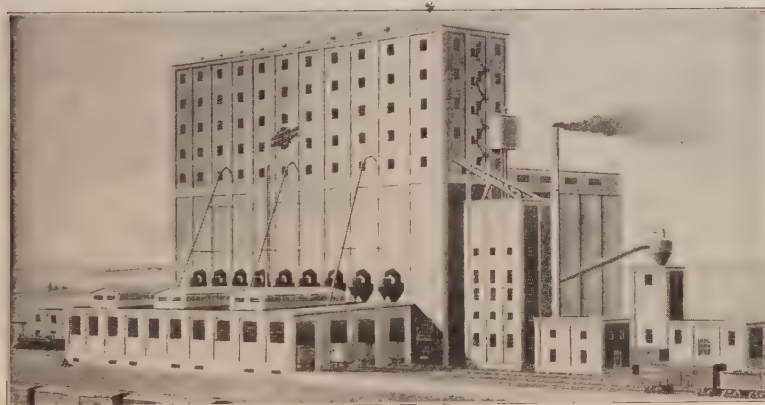
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MELBOURNE, AUSTRALIA

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CHICAGO, ILL., U. S. A.

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**The 1,250,000 Bushel  
C. & N. W. Elevator**

at

**Council Bluffs, Iowa**

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

**WITHERSPOON-ENGLAR CO.**

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS

**FEGLES-BELLOWS ENGINEERING CO.**

LIMITED

**ENGINEERS—CONTRACTORS**

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FORT WILLIAM, ONT.

UNION BANK BLDG.  
WINNIPEG, MAN.

**THIS IS WHAT WE DID IN 1917**

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.  
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Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.  
Complete Fireproof Plant—Mill, Warehouse and Elevator—for  
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona, Man.

**WE HAVE AN ENVIABLE RECORD FOR SERVICE**



## Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

**J. B. EHRSAM & SONS MFG. CO.**

ENTERPRISE, KANSAS

## KENNEDY CAR LINERS

Prevent Leakages  
Avoid Claims  
Saves Money

Used by Thousands of  
Progressive Shippers

MADE BY

**THE KENNEDY CAR  
LINER & BAG CO.**

SHELBYVILLE, INDIANA

## THE SECRET of IDEAL WEIGHING



Is A  
**TYPE REGISTERING  
RICHARDSON**

## Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$1.75

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

## WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

### Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
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**RAILS** Locomotives, Cars  
Machinery, Piling, Tanks

We've got too much  
to list here, so we've issued

Bulletin 230

68 pages - - - - - Get It now!

**ZELNICKER IN ST. LOUIS**



### Are You Wasting Money?

Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet.

Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

## BOWSER FEED MILLS

**GROW  
HEALTHY  
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog

and folder about the value of different feeds and manures.

The N. P. BOWSER CO.  
South Bend, Ind.



## Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book has 120 pages, 8 1/2 x 14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Weighs 2 1/2 pounds.

Order Form 12AA. Price, \$1.75

**Grain Dealers Journal**

305 So. La Salle St., CHICAGO, ILL.

## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/4 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

**GRAIN DEALERS JOURNAL**

315 So. La Salle Street

CHICAGO, ILL.





# Bauer

SCIENTIFIC

The claim of "Efficiency" for various machines in these days is becoming so common that it has almost ceased to convey its true meaning.

"Efficiency" means "Power to produce the result intended, adequate fitness."

The Bauer Bros. Co. have always claimed "Efficiency" for their machines, because they have produced, do produce, and will produce the result intended. "Adequate" to handle every situation, "Fit" to stand up under unusual conditions.

The Government is demanding the elimination of waste, and Bauer machines, as a result of this demand, are daily taking on a new dignity, producing as they do the highest results obtainable.

"Scientific" in that "Science" has produced our machines, "not rule of thumb."

Is your output falling down in any way?

Are you getting everything possible out of your raw material?

Are you using more power and lubricants on present equipment than the Bauer machines would?

Ask for our cooperation, we guarantee results.

**THE BAUER BROS. CO.**  
506 Bauer Building,  
Springfield, Ohio

SCIENTIFIC



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**30,000 BU. ELEVATOR** for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

**INDIANA Elevator** for sale; owners cannot give business the attention it requires. Coal sheds, tool house, all built two years ago. Address Avenue, Box 2, Grain Dealers Journal, Chicago.

**FOR SALE**—Elevator and coal-yard in Northwestern Ohio. Will pay 40% dividends. No trade. Price, \$16,000. If you mean business, address Fair, Box 3, Grain Dealers Journal, Chicago.

**20,000 BU.** capacity elevator, less 40 miles Dayton, Ohio. On own ground. Own side-track. No competition. Beautiful home with this. Priced for quick action. Address Son, Box 4, Grain Dealers Journal, Chicago.

**FOR SALE**—2 country elevators, one Eastern Central Indiana, one Southeastern Indiana. Feed, flour, coal and other side lines in connection. Will sell outright, or will dispose of interest to right party. Can show big profits. For price, etc., address S. & M., Box 2, Grain Dealers Journal, Chicago.

**KANSAS elevator** for sale. 15,000 bu. capacity, built in 1915. Equipment consists of Grain Cleaner, Automatic Scale, Car Loader and 12 H. P. Fairbanks-Morse Engine. For information, write Seguin Grain Co., Seguin, Kas.

**MICHIGAN Bean Elevator** for sale. Small, but fitted with latest machinery, including bean drier. Good seed and feed business for a hustler who is willing to build it up. Excellent location and advantages. Craun & Craun, Quincy, Branch County, Mich

**BARGAIN** for quick sale—25,000 bushel elevator with 48x80 warehouse, both reinforced concrete. It is equipped with gasoline engine, full cornmeal and receiving separator. Two unloading legs, ample trackage with track scales. Address B. J. Carrico, Forth Worth, Texas.

**IDAHO**—20,000 bu. Elevator, built 1917, 50x80 ft. warehouse, modern potato cellar under entire warehouse. Implement and Live Stock business. Large Hay & Seed business. Irrigated country, with no better water rights to be had. Near Twin Falls. Address Falls, Box 2, Grain Dealers Journal, Chicago.

**ILLINOIS Elevator**, 65,000 bu. capacity, dealing in grain, coal, lumber, building materials and implements. Elevator building cribbed, concrete tanks, oat storage. Modern equipment. Gas-kerosene power. Yearly shipments, 250,000 bu. Address Center, Box 3, Grain Dealers Journal, Chicago.

**INDIANA Elevator and Retail Feed** business for sale. 12,000 bu. modern house with large ware-rooms attached. Electric power, individual motors, total 46 H. P. Minimum \$11 per month. Station handles 120,000 bus. oats and corn, 200 cars hay. Have large retail feed trade. Fine opportunity to add coal, tile, etc. No better competition could be wanted, no cut-throat game here. A live-wire town of 3,000, surrounded by fine farming country. Managing partner wishes to retire, other partners have interests elsewhere, and cannot handle this business. This is a great bargain at \$8,000. Write Nappanee Produce Co., Nappanee, Ind.

## ELEVATORS FOR SALE

**FOR SALE**—Elevator and feed mill. Flour and feed business. No competition. Good business. Best plant in southwestern Wisconsin. Address J. H. Johnsen, Montfort, Wisc.

## ELEVATOR BROKERS.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Indiana.

**JAMES M. MAGUIRE**—elevator broker, 6454 Minerva Ave., Chicago.

Have for sale a fine selection of elevators in Illinois, worth the money. Can use a few more if priced right. Always glad to hear from prospective buyers.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT.** NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## ELEVATORS WANTED.

**WANT** to buy or lease—several elevators in good Kansas or Oklahoma wheat territory. Address Star, Box 1, Grain Dealers Journal, Chicago.

**WANTED** to buy an elevator in Northwest Iowa. Must be a money maker and good plant. Mean business. Address Good, Box 4, Grain Dealers Journal, Chicago.

**WANTED TO BUY** for cash—elevator in Central or Eastern Iowa, in good live town. Prefer business handling side lines. Address Het, Box 4, Grain Dealers Journal, Chicago.

## MILLS FOR SALE

**FOR SALE**—25 Bbl. Midget Mill, running and doing good business. Good Reason for selling. None but prospective buyers need answer. Write The Ray Midget Flour Mill, Ray, N. Dak.

## MILL WANTED.

**RENT OR BUY INTEREST**—Reliable, middle aged, single Swiss millman, with years of experience wants to rent or buy an interest in a good 25-40 bbl. flour and feed mill. W. Klingler, Gen. Del., Denver, Colo.

## BUSINESS OPPORTUNITIES.

**IF YOU WANT** to sell or exchange your property, write me. John J. Black, 57th St., Chippewa Falls, Wisc.

**WANTED**—Experienced grain man to take active interest in extensive elvtr. business in Montana. Must have some capital to invest. Give qualifications and exper., first letter. Address Montana, Box 2, Grain Dealers Journal, Chicago.

## DYNAMOS—MOTORS.

**MOTORS OF ALL KINDS** and sizes, for sale. Write Osborn, 1505 Commerce Bldg., Kansas City, Mo.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

**ANY KIND, ANY SIZE, ANY PRICE** gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

## HAY WANTED.

**WANTED**—Alfalfa, Prairie, Timothy Hay, Snap Corn, Oats and Mill Feeds. Will buy in large or small quantities from any place.—A. S. Lewis Gr. Co., Dallas, Texas.

## GRAIN WANTED.

**WE ARE IN THE MARKET** for ear corn, also oats. Quote us at once. The Horn Bros. Co., Monroeville, O.

**WANTED**—Snapped and shelled corn, Red, White and mixed oats, oat straw, shredded fodder, Timothy, Prairie, Alfalfa and all kinds of Hay. Reinhart & Company, Wholesale Grain, Hay & Field Seeds, McKinney, Texas.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## FEEDSTUFFS.

**WANTED**—Ear and Shelled Corn. Timothy, Mixed and Alfalfa Hay, Bran, Middlings and all other mill feeds, straight or mixed car loads. Quote delivered prices and send samples. Peninsula Produce Exchange of Md., Pocomoke City, Md.

**CUNINGHAM COMMISSION COMPANY,**  
LITTLE ROCK, ARK.

**ALWAYS** in the market for flour, bran, shorts, mill feeds, screenings and various offals suitable for mixing feeds. Also corn and oats.

**LET US HEAR** from you, if you have any of these to offer.

## SCREENINGS WANTED

**WANT TO BUY** Grain and Seed Screenings of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

## SECOND-HAND BAGS AND BURLAP.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-iron, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

## STORAGE TANK FOR SALE.

**FOR SALE**—10,000 bus. Steel storage grain tank. For further particulars, address Walker & Crane, Sandborn, Ind.

**IF YOU ARE SEEKING** a business write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ill.



## SITUATIONS WANTED.

**WANTED**—To manage elevator for line house. Will take any kind. Real grain experience. Mrs. E. Jones, 1247 N. 25th St., Lincoln, Nebr.

**WANTED** position as manager of elvtr. by competent, experienced young man. West. or Centr. Ia. preferred. Address Preferred, Box 3, Grain Dealers Jnl., Chgo.

**WANTED**—Position as manager of grain elevator. Reference and bond furnished. Not in the draft. Address Free, Box 3, Grain Dealers Journal, Chicago.

**WANTED**—position by licensed corn and wheat grader, all around elevator and grain man. Excellent references. Address Best, Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position in the grain business, by man of ability and experience, at present manager of a line of elevators, but desiring change. Good reason for change, and best of references. Address Able, Box 3, Grain Dealers Journal, Chicago.

**WANTED**—Position as manager with farmers elevator, or some good private concern. Thoroughly experienced in grain and feed business. Prefer Western Nebr., Eastern Colo., or Wyo. Would invest in right proposition. Address Long, Box 1, Grain Dealers Journal, Chicago.

**WANTED**—A position with good grain firm to solicit consignments thru Minnesota, Iowa and South Dakota. Have had several years experience in the grain business as manager of farmers elevator company, but wish a change. For further particulars, address T. J. E., Box 4, Grain Dealers Journal, Chicago.

**WANTED** position as manager country point, buying, selling and shipping hay and grain. Capable; 15 yrs. experience. Good line active list of hay and grain buyers. Want position as manager of country point with some real house. Salary, \$30 per week, and percentage of profit. Address Hill, Box 3, Grain Dealers Journal, Chicago.

**WANTED**—Position as manager of farmers elevator. Have given satisfaction in both line and private elevators. At present operating a 45,000 bu. elevator, but for good reasons wish to change. Thoroughly experienced in coal and feed business. Best of references as to ability and character. Strictly temperate. Married. Address Can, Box 4, Grain Dealers Journal, Chicago, Ill.

## SCALES FOR SALE.

**FOR SALE** at Nantasket, Nebr., one set or pair Hopper Scales. Address Citizens State Bank, Ravenna, Nebr., for particulars.

## FOR SALE

10 bu. Richardson Automatic Scale used 4 months. Replaced by larger capacity

New York Scale Co., 46 Laight St., New York

## SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.  
1009 West Ohio Street - Chicago, Ill.

## SITUATIONS WANTED.

**POSITION** wanted by experienced grain man, 43 yrs. old, with Farmers or Line Company. At present employed. Prefer Nebraska. Address Black, Box 4, Grain Dealers Journal, Chicago.

**POSITION** wanted by April 15th—as manager of country elevator. 13 years experience with one firm, handling grain, seeds and feeds. Best of references. Married, 45 yrs. old, steady and sober. Will give reason for making change. Prefer Ill. or Nebr. A. C. Mitchell, Shipman, Ill.

## HELP WANTED.

**WANTED**—An experienced soft wheat man to take charge of a country elevator. A life-time job for the right man. If interested, address Box 156, Laclede, Mo.

**WANTED**—Draftsman—High grade man, familiar with design of grain elevators, mill and factory buildings. State age, experience and salary desired. Eastern location. Address Contractor, Box 4, Grain Dealers Journal, Chicago.

**WANTED**—Seed Salesman. Large wholesale house can use a competent traveling salesman experienced in selling field and grass seeds to the trade. Give age, former experience, former employers, and state salary expected. All communications confidential. Address Seed, Box 4, Grain Dealers Journal, Chicago.

**WANTED**—Manager for modern farmers elevator, handling grain and coal. Must be a live wire, have some pep and not afraid to work. Must be a good book-keeper, and experienced in grain business. State your case fully in first letter, and tell us salary expected. Farmers Grain, Fuel and Supply Co., Macomb, Ill.

## ENGINES WANTED.

**WANTED**—One 50 or 75 K. W. 110 volt D. C. Generator direct connected steam engine, with or without boiler. Must be in good condition. Electric Roller Mills, Golden Valley, N. Dak.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

## STEAM ENGINES—BOILERS.

**FOR SALE** Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

**FOR SALE**—St. Louis "Corliss" Engine, 20"x42" standard girder. Two H. R. T. Boilers 72"x20'. Excellent condition. Address The Blake Milling Co., Edwardsville, Ill.

**CORLISS ENGINE** 14x36. Excellent second-hand condition. Immediate shipment. Also boilers, all sizes and makes for immediate shipment. J. F. Davis, 1409 Harris Trust Bldg., Chicago.

**FOR SALE**—80 H. P. Buckeye engine with boiler complete. Plant can be seen in running order. Inadequate water supply forces us to install electric power. Address P. M., Box 2, Grain Dealers Journal, Chicago.

**FOR SALE**—250 H. P. Erie City vertical water tube boiler and 200 H. P. Buckeye engine; both in first class condition; they have been used only a few years and have never been overloaded; must be seen to be appreciated. Cutsinger & Thompson, Shelbyville, Ind.

## ENGINES FOR SALE.

10 H.P. FULLER & JOHNSON gasoline engine for sale. Good condition. Price, \$175. Foster Brothers, Tomahawk, Wisc.

25 H.P. FOOS ENGINE for sale. Cooling and supply tanks; new pipe. Used only few months. The Roundup Milling Co., Roundup, Montana.

**IMMEDIATE DELIVERY**, gas and oil engines, 15-60 H. P., with or without generators. The J. M. Wikel Engineering Co., 1309-10 Union Trust Bldg., Cincinnati, Ohio.

**FOR SALE**—35 H. P. Olds gasoline engine, now in use. Sheller having been taken out of elevator, a smaller engine will do the work. Wayne Bros. Grain Co., Delavan, Ill.

**FOR SALE**—1-40 H. P. Foos Gas or Oil engine. 1-25 H. P. Meitz & Weiss Oil Engine. 1-15 H. P. Wagoner A. C. Motor, single phase, 110-220 volts. New. Highland Light & Power Co., Highland, Kas.

## KEEP POSTED

## GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Fifty-five Cents for one year.

Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....

Use Universal Grain Code and Reduce Your Tolls.



**MACHINES FOR SALE.**

**FOR SALE**—Used Empire separator, 200 bu. capacity. For particulars, write J. B. Seymour, Kenton, Ohio.

**ATTRITION MILL**, 24-inch double disc, belt driven; ring-oiling bearings, for sale. In excellent condition, \$280. 2208 1st Ave., So., Seattle, Wash.

**FOR SALE**—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

**FOR SALE**—One No. 40 Smalley Hay cutter, with recutting attachment. In first class condition. Price right. Address Dwight E. Hamlin, Arsenal Station, Pittsburgh, Pa.

**FOR SALE**—One No. 8 Boss Car Loader, guaranteed good as new. One Webster swivel Bin Bottom, 12-inch. Two 8-inch wrought steel Turn Heads, with new slides. Address A. H. Richner, 211 Whillock Ave., Crawfordsville, Ind.

**FOR SALE**—A used portable Morris Grain Dryer on trucks. In good condition. Capacity about 200 bushels per hour. Fan, etc., driven by gasoline engine, heating medium steam coils. Ideal for use with steam traction engine. Bayley Manufacturing Co., Milwaukee, Wisc.

**FOR SALE**  
**At Bargain Prices**

1086 feet 18 inch—4 ply Rubber Elevator belting with 16x5 Steel Grain buckets attached. Buckets are for Grain only—Brace in center. In first class condition.  
280 ft., 13 inch—4 ply Rubber Elevator belting with 12x6 Minneapolis V Buckets attached—12 inches apart. In first class condition.

- 1—No. 409 "Eureka" Barley Separator, capacity 800 bu. per hour.
- 1—No. 4 "Invincible" Milling Separator, capacity 80 bu. per hour.
- 1—No. 175 "Eureka" Dble. Receiving Separator, capacity 60 to 200 bu. per hour.
- 1—No. 453 "Eureka" Cracked Corn Separator, capacity 125 bu. per hour.
- 1—9" Caldwell Trolley Spout (new).

All the above guaranteed for all practical use as good as new.

WRITE FOR OUR No. 18G Bargain Book giving a complete list of machinery and supplies on hand with net prices.

EVERYTHING FOR FLOUR MILLS, FEED MILLS, AND GRAIN ELEVATORS.

Estab. 1872 **B. F. GUMP CO.** Inc. 1901.  
431-437 So. Clinton St. Chicago, Ill.

**WRITE FOR LIST OF**

**\$50,000 stock of new and used Pulleys, Shafting, Hangers and every description of Power Transmission Machinery.**

**LEATHER, RUBBER and CANVAS**

**BELTING**

**TEUSCHER & SON**  
**MACHINERY SUPPLY CO.**

527 N. 2nd St. St. Louis, Mo.

**MACHINES FOR SALE.**

**FOR SALE**—No. 4 Eureka Receiving Separator, capacity 300 to 500 bushels. Just refitted and in good condition. Address Oregon Pike, Howard, Ohio.

**ELEVATOR OPERATORS** wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

**FOR SALE**—Sutton, Steele & Steele No. 112 Seed separating and grading machine. Practically new. A bargain for cash or might trade for Alfalfa or other Field Seeds. It will pay you to investigate this. Pittman & Harrison Co., Sherman, Tex.

**FOR SALE.**

- 1—Chandler & Taylor Engine.....13x16
- 1—Porter Engine ..... 9x12
- 1—Vertical Engine ..... 10x14
- 1—Marsh Boiler Feed Pump.....8x5x10
- 1—Great Western Double Roller Mill 9x24
- 1—Flaking Roll ..... 12x24
- 1—12 Cylinder Rich Ring Grader.
- 1—4 Cylinder Rich Ring Grader.
- 1—Victor wheat scourer & polisher, size 4.
- 1—Richmond Bolter and Dresser.
- 6—Set Mill Stones with all fixtures complete. Pulleys, Drop and Post Hangers, Pillow Blocks and conveyors. Joy Morton, Nebraska City, Neb. M. M. Vaughn, agent.

**REAL BARGAINS**

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,  
9 S. Clinton St., Chicago, Ill.

**NEW CORN**

**We Shell, Clean and Dry Corn**

**Capacity 10,000 Bushels Per Day**

**Ship Us Your Ear Corn or Shelled Corn**

**JOHN KAM MALTING CO.**

**BLACK ROCK, N. Y.**

Located on N. Y. C. R. R. R. R. Track and Hopper Scales

**Correspondence Solicited**

## Your Advertising Seed

may grow anywhere, but you are sure to reap a bountiful crop of large orders when planted in our "Seeds Wanted - For Sale" department.

# Save Time Labor and Costly Mistakes

The old-fashioned paper and pencil method, use of cumbersome and out-of-date grain tables in computing the cost of different quantities of grain or in reducing pounds to bushels is being rapidly replaced by

## CLARK'S DECIMAL GRAIN VALUES

The tables show the cost of any quantity of grain at any possible market price, and the reduction of pounds to bushels all on the same page.

Values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, values in black, and price given at the top and bottom of each page.

Three minutes explanatory use, means a continuous service.

Will stand the wear and tear.

Time saved in a month pays initial expense.

Table contains oat values, 32 lbs., 10 to 79 cents per bushel; corn, rye and flaxseed values, 56 lbs., 10 cents to \$1.09 per bushel; wheat, clover, peas and potato values, 60 lbs., 30 cents to \$1.59 per bushel; and barley and buckwheat values, 48 lbs., 20 cents to \$1.49 per bushel.

## FINEST THING IN THE WORLD FOR

Checking accounts or reports.

Monthly inventory.

Station report checking.

Daily grain computations.

At any time where speed and accuracy are desired.

Before "the rush" comes—now's the time to order yours. Send \$5 for table bound in art canvas, printed on 80-lb. book paper, or \$6 for one printed on heavy linen ledger paper, bound in cloth, half leather.

**Grain Dealers Journal**

315 South La Salle Street,  
CHICAGO, ILL.



## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE

**FOR SALE**—Good, recleaned Alfalfa Seed, \$10. Wamego Seed & Elevator Co., Wamego, Kans.

**DRY LAND ALFALFA SEED**, all home grown. 1917 crop. Bushel or car-lot. Bow Creek Farm, Logan, Kas.

WE specialize in German Millet, and can offer carlots or less for sale. Correspondence solicited. D. H. Clark & Sons, Galt, Mo.

**SEED CORN**—As long as the supply lasts, we offer hand picked, specially selected, 1917 crop ear corn, from good producing corn, for seeding purposes. Fully matured before the frosts, gathered early and carefully stored. Buy cob corn where you can see each ear, and know what kind of corn you can expect to grow. Order early to avoid delays in transportation. For particulars, address Prange Milling Company, New Douglas, Ill.

### WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kafir Corn. Write or wire for prices. HENRY LICHTIG & CO., Kansas City, Mo.

**The J. M. McCullough's Sons Co.**  
**BUYERS—SELLERS**  
**Field and Garden Seeds**  
**CINCINNATI - - OHIO**

**Encourage ADVERTISING**  
by your attention—the benefits are yours. Mention The  
**Grain Dealers Journal**

**RUDY-PATRICK SEED CO.**  
**ALFALFA—TIMOTHY**  
**KANSAS CITY, MO.**

**H. W. DOUGHTEN**, 59 PEARL STREET,  
NEW YORK CITY  
Importers, Exporters and Jobbers  
**Grass and Field Seeds**  
We Are Buyers of NEW CROP ALSIKE  
and Sellers of D. E. RAPE

**MISSOURI BRAND SEEDS**  
Specialists  
KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
**MISSOURI SEED CO.**  
KANSAS CITY, MISSOURI

## MINNEAPOLIS SEED COMPANY

WHOLESALE FIELD SEEDS

**HARDY NORTHERN GROWN SEEDS OUR SPECIALTY**

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

**TIMOTHY, CLOVERS, MILLETS**

GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

SEED ELEVATOR AND WAREHOUSES.  
34TH TO 35TH STS. AND RAILROAD  
AVE. SO., ON C. M. & ST. P. RY.

P. O. ADDRESS: LOCK DRAWER 1546  
OFFICES: 3444 RAILROAD AVE. SO.  
**MINNEAPOLIS, MINN.**

GRAIN ELEVATORS AND WAREHOUSES.  
35TH TO 37TH STS. AND RAILROAD  
AVE. SO., ON C. M. & ST. P. RY.

### SEEDS FOR SALE

10 BAGS Meadow Fescue, \$14.00 cwt. Porter-Walton Co., Salt Lake City, Utah.

**FOR SALE**—Alsike and Timothy Seed. For prices, write Walter G. Trumpler, Tiffin, Ohio.

**FOR SALE**—Fine new crop Timothy seed. Send for samples. A. D. Hayes Co., New London, Iowa.

**FOR SALE**—White Russian Silver Mine oats, Siberian-German Broom-corn and common millets. Mammoth Yellow and Red Cob fodder corn. Write for samples and prices. M. A. Heiberg, Twin Valley, Minn.

WE HAVE several car loads of choice seed corn for sale, including St. Charles Red Cob, Johnson County white, and ninety day yellow. We guarantee a very high percentage of germination. Samples mailed on request. H. & G. Steel Grain Co., Matthews, Mo.

### The Seed Terminal of the Northwest

Northrup, King & Co. of Minneapolis, have the facilities, equipment and logical position to supply seeds to advantage.

**FIELD SEED**—Car lots or less, Northern grown.

**GARDEN SEED**—Hardy Varieties, large or small lots.

**ONION SETS**—We grow and sell thousands of bushels.

**POULTRY FEED**—Our formulae or special milling.

**NORTHROP, KING & CO., MINNEAPOLIS**

**The Mangelsdorf Seed Co.**  
**Sweet Clover, Alfalfa,**  
**Soudan Grass, Millet, Rape.**  
**ATCHISON KANSAS**

## Directory

## Grass Seed Trade

### ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds.

### BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

### BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

McCausland, Sam'l, ryegrass and dogstall.

### CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

Johnson, J. Oliver, seed merchant.

### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

### CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

Crawfordsville Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

### INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.

Peppard Seed Co., J. G., wholesale seeds.

Rudy-Patrick Seed Co., wholesale seeds.

### LOUISVILLE, KY.

Hardin, Hamilton & Lewman, gra. & fd. seeds.

Lewis & Chambers, whse. seed merchants.

Louisville Seed Co., clover & grasses.

Wood, Stubbs & Co., grass & garden seeds.

### MACON, GA.

Georgia Seed Co., field and garden seeds.

### MEMPHIS, TENN.

Schwill & Co., O., garden and field seeds.

Russell Seed Co., all southern seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

L. Teweles Seed Co., field seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.

Minneapolis Seed Co., seed merchants.

Northrup, King & Co., wholesale seeds.

### NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds.

Nungesser-Dickinson Seed Co., whse. seed mchts.

Radwaner, I. L., field & grass seeds, exp. imptrs.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

### ST. LOUIS, MO.

J. Goldsmith & Co., grass seeds, peas, grain.

Schisler, F. & G. S. Co., A. W., seed merchants.

### TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.

The Toledo Field Seed Co., clover, timothy.

**We Buy**  
**Pop Corn**

If you have any popcorn for sale (white rice or other varieties) send us at least a 2 pound sample of each by Parcels Post and mail full particulars as to quantity, price, etc.

Prompt Remittance for Shipments.  
References: Dun's or Bradstreet's.

**Rueckheim Bros. & Eckstein**  
Cracker Jack and Candy Makers  
Chicago, Illinois [A760]





## SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

**FOR SALE**—Superfine tested Perennial and Italian Ryegrasses. Crested Dogtail. John Lytle & Sons, Ltd., Belfast, Ireland.

**SUDAN GRASS SEED**—We specialize in its production and take care to have it pure and clean. Seed very scarce. Price \$28.50 per hundred, carload, f. o. b. J. F. Thweatt Gouldbusk, Texas.

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**FOR SALE**—Alfalfa Seed. For samples and prices write Grain & Storage Co., Douglas, Wyo.

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**HIGHEST GRADE SEED CORN** grown. Reid's Yellow Dent and Iowa Silver Mine White Corn, well matured, selected, tested 98% germination. 1917 crop. Prices right. J. M. Schultz, Dieterich, Ill.

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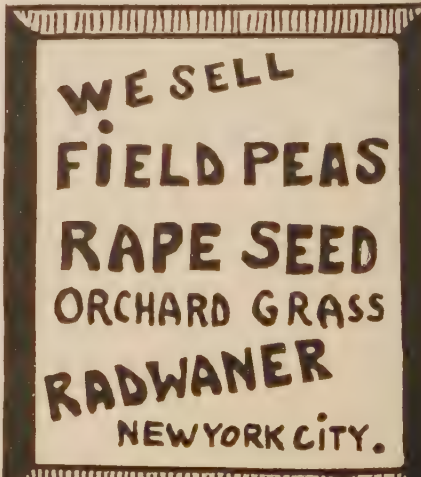


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### SEEDS FOR SALE

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**WANTED**—Seed Corn that will germinate 85% or better. Can use car lots or less. Send samples stating quantity offered, price, terms of sale and where grown. Yellow dent varieties preferred. Glenn R. Swank, Williamsfield, Ill.

**SEEDS WANTED**—We wish to buy Red. Alsike, Sweet and White Clover, Sudan, Amber and Orange Sorghum, Millet, Cowpeas, Kentucky Blue, Orchard Grass, Vetch and Field Pea Seed. Give germination; send samples with quotations. Peninsula Produce-Exch. of Md., Pocomoke City, Md.

### SEEDS FOR SALE.

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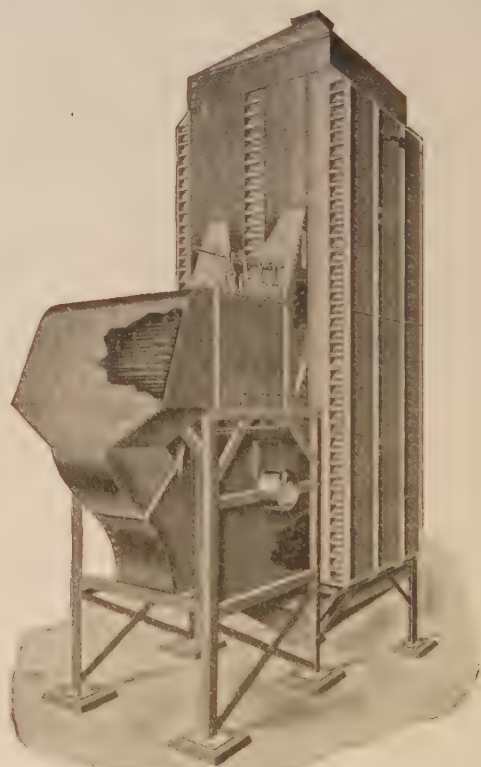
Not a **Drier**—but saves grain by exposing it to sun and wind out of doors. No heat, no power required. Takes up no room inside. Pays for itself in a few weeks. Sold on thirty days' free trial.

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## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

### SUBSCRIPTION RATES

To United States, semi-monthly, one year, cash with order, \$1.55; two years, \$2.85; three years, \$4.25; single copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.75; to Canada \$2.15.

### THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

### QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

## CHICAGO, FEBRUARY 25, 1918

DOES the hedging protection denied the country elevator man thru the price restriction of futures cause him to hesitate to buy corn when cars are not plentiful?

NOW IS the accepted time to begin an active campaign for better seed and a large increase in the acreage of all food grains. Do not delay! Act today! Help win the war.

LOOKING AT it in another way protecting an elevator is merely the act of a careful man who places gilt-edge securities in a strong box instead of using them for scratch paper.

WHEN unable to obtain needed box cars for your grain shipments wire your zone agent full particulars as to your requirements. Do not let any grain spoil. Keep it moving.

SO MANY oats of the last crop have been used for feed the carry-over in farmers' hands, July 1st, promises to be disappointing. Even with another large crop this year, bountiful yields cannot be expected to supply home and foreign needs and depress prices to the reasonable figures of former years.

EMBARGOES come and go so rapidly the grain shipper gets dizzy trying to keep informed on where he can ship and how, and whether restrictions were lifted or imposed day before next week.

THE PRESIDENT'S wheat price proclamation seems to have knocked the hopes of Senators McCumber, Stineerson and Gore glimmering, and the 1918 crop will bring the same price as the 1917 crop.

INCREASING prices of metals, building materials, machinery and all manner of supplies makes the cost of building higher now and correspondingly increases the value of grain elevators now in operation.

THE more difficult you make it for strangers to gain admission to your elevator, the less likely are they to damage your property. Keep all openings strongly locked and you will discourage many of the meddling marauders.

CORN is moving now amid loud acclaim, is reaching the primary markets and is being dried and stored. Luckily the grain trade did not wait until the corn began to arrive to provide drying facilities and storage capacity.

COUNTRY ELEVATOR men must keep in mind the fact that they are not able to hedge against purchases and protect themselves against declines in the value of spot grain, hence they must of necessity work on a much wider margin than ever before.

THE CHICAGO Board has resolved that members shall refrain from giving advice or expressing opinions as to the probable course of the markets until April 1st. It seems there are many people preparing to be frightfully fooled at the opening of that month.

MAXIMUM price limitations eventually drive out of commerce and production the commodity the price of which is fixed below a level that would be found naturally by supply and demand. Other evils follow in the train of price fixing. Thus the economic fallacies of price fixing should be sufficient to deter any organized body of grain dealers from going on record as approving any policy that will alienate the favor of the farming community.

A GRAIN dealer of Salina, Kans., who had 1,700 bushels of wheat in store, which cost him \$2.65 a bushel when the price of the 1917 crop was fixed, is credited with stating that he would let the weevil eat his grain rather than sell it at a loss. If the Food Administrator commandeers his small stock of wheat, he may be able to realize its cost price thru the Court of Claims, but if he voluntarily goes out and sells it he does not seem to have any recourse for his loss.

DEMURRAGE rules now in force are only on trial; and if it can be shown by shippers that the increased charges and the charges in the rules do not decrease the detention of cars, it will be possible to obtain more liberal rules from the Washington authorities.

COUNTRY AND TERMINAL elevator storage can not be filled up with our surplus and earn storage charges unless hedging sales are made possible; and to make hedging possible the investor for future delivery needs the encouragement of prospective profit.

SPOT OATS and corn will continue to command any price the consumer is willing to pay, but futures will be limited to 93c and \$1.28 respectively. The difference in the prices of the futures of the two grains is not a correct reflection of the difference in their feeding values.

IF the director of railroads keeps up the good work of giving plenty of cars to the grain shippers he will force Hoover to make it worth while for the elevator men to store, the farmers to sell and the growers to produce food, if the Food Administrator is to fill the waiting cars and ships. The shackles binding the farmer and the grain dealer will have to be removed to enable them to work to full efficiency.

MISSOURI GRAIN dealers seem somewhat slow about signing the voluntary agreement of the Food Administrator, as only about 30% of them have signed the new voluntary agreement, consequently the manager of the 11th zone does not seem disposed to help dealers who have not signed the agreement to get cars. The country needs the grain moved now, before corn spoils, and the railroads should be pressed to move all of it, whether it be owned by a licensee or a non-licensee. Enforcing such punishment upon the shippers who decline to sign the voluntary agreement, forces a greater punishment upon would-be consumers in the east and abroad.

THE AMOUNT of time, labor and money being wasted by the Federal Trade Commission in aimless and fruitless investigations at a time when every bit of capital and energy is sorely needed by the Government in the conduct of the war prompts the suggestion that all business men write their Congressmen in opposition to any more appropriations for muckraking the legitimate business men of the country. When business men do wrong the District Attorney has ample power to punish without any help from a commission. Business men are confronted with many discouraging conditions as the direct result of the war and time not be required to waste valuable time in aimless research work for the various useless commissions.



ALL corn handlers are not blind to the heavy losses suffered by wheat handlers, who were caught with heavy stocks of high priced wheat when the Government fixed the price at \$2.20 and they do not doubt the willingness of the Food Administrator to fix the price of corn when authorized.

IF THE premium for white corn continues to increase country shippers must soon sort it out by hand and discourage the planting of yellow where white is obtainable. While the regulations of the Food Administrator do not forbid the adulteration of wheat flour with yellow corn, bakers will hesitate to try the yellow mixture on the consumer.

THE ZONE agents of the Food Administrator are credited with refusing to get cars for grain dealers who have neglected or refused to sign the new agreement and obtain a license from the Administrator. Such discrimination is not lawful, but even if it were wud-be shippers are not injured. Shippers reporting in "Grain Movement" this number fail to get cars even tho the zone agents promise to send them.

ALTHO THE limitations of private ownership of grain to a period of 60 days is recognized as a direct discouragement against the accumulation of reserve stocks in central markets, the Food Administration stubbornly holds out against removing the restriction. If the damp corn had been hauled to the terminals equipped with drying facilities long ago, it would now be secure against spoilage and waste.

CORN SHIPPERS who have no drying facilities at home should clean and blow shelled corn as frequently as possible before loading into car, and then see to it that it is moved promptly to a market with ample facilities for drying, else much of their grain will be removed from box cars with difficulty. As the spring brings higher temperature, more trouble is sure to result. Clean grain always carries better and is less likely to heat. It will also grade better.

DEMURRAGE rules that tax a shipper \$3 to \$10 per day for delaying the unloading of a car a few days, while permitting the railroad company to delay the movement of the same loaded car a hundred days and go scot free are unfair. Most of the present delay in transportation occurs while the cars are in the possession of the railroad company or tied up with government preferential freight. Many shippers can testify they have loaded a car and turned it over to the railroad company in less than 24 hours, only to have it remain in the same spot two or three weeks until it was convenient for the carrier to pull it out. Demurrage should be reciprocal.

MORE AND MORE cars are being delivered to western lines, so that shippers who are persistent in demanding the needed equipment will be accommodated. The discouraging reports of many shippers, who report in our department devoted to "Grain Movement" that altho they have appealed to the railroads and to the Grain Corporation agents, no cars have been forthcoming, must now expect different results. However, the shipper who silently tolerates the ignoring of his demands for cars must expect the cars to be used for hauling the grain of his hustling neighbors.

IF MORE citizens would write out their protests against the unwarranted actions of public officials, and against the rigid regulation or strangulation of business by pending legislation and send it to their representatives in Congress, fewer unnecessary interferences with the established order of business would be either proposed or thrust upon business. Mr. Average Citizen like Mr. Average Congressman has been silently accepting a lot of impractical business wrecking regulations because he fears to be suspected of "unpatriotic" opposition to war measures. If the citizen will keep his representatives advised of the actual and prospective effects upon business something may be saved from the wreckers without interfering in the least with the conduct of the war. No doubt the same ends could often be better attained in some other way and at less cost to the nation. College professors are proverbially long on theory and short on practical information. Let men of actual experience be enrolled.

THE CLAIM AGENT of the C. & O. R. R. has a new stall for discouraging grain dealers who ask pay for grain taken from their shipments for ballasting its right of way. He insists that the Central Freight Ass'n rules prohibit his company from paying for shortages in grain shipments "when investigation shows that the equipment was delivered to shipper in perfect condition." The common law requires railroad companies to deliver what they receive and in the absence of any better evidence as to weight of grain placed into and taken out of cars, than the weights of the shipper and receiver, the railroad company must settle on those weights. It is not within the power of any freight association to confiscate the property of a grain shipper without due process of law and it is ridiculous for a claim agent of any railroad company to attempt to hide behind such rules. Such action can only be accepted as a dishonest attempt to bluff the shipper out of his property. The very fact that claim agents do attempt such a bare faced steal casts suspicion on many of the other reasons they advance from time to time for refusing to pay the just claim of a grain shipper.

REPORTS have reached us recently of a number of concrete elevators put up by country silo builders, which have proved a dismal disappointment and a failure, in fact several of them have burst. Greater engineering ability is required to construct a concrete grain storehouse which will withstand the different stresses to which grain storage plants are subjected, than in the building of wood, hence it behooves dealers who are anxious to have a fireproof plant to entrust the job to a concrete elevator builder of experience. The products of the silo builders are not only very expensive structures, because they must generally be overhauled and rebuilt, but the expense and inconvenience of operating them is a perpetual reflection on the intelligence of the builder and the man who accepted it.

### Greater Acreage—Better Seed.

Farmers have been lectured so long on their part in the world conflict and the absolute necessity for greater grain production that they are about fed up on the subject. For the grain dealer to go at them hammer and tongs with more talk on this shop-worn theme may create scant interest and still more meager results. Jim is just as much inclined to pass the buck to Joe, who has an uncultivated "back forty," as Mr. Hoover is to pass the aforementioned buck to Mr. McAdoo.

Now producing grain in the largest possible volume is the farmers' "bit" in the great world struggle. Encouraging production on the largest possible scale, aiding the farmer to get the seed he must have, and insuring seed, particularly seed corn, of full viability, is part of the plain duty of the grain dealer.

Making a personal matter of it will prove the best means of getting attention and results. Get out and have a talk with the growers whose grain you buy each year. Learn the seed they need and do what you can to help them get it. The grain dealer can get closer to the grain raiser than anyone else, for he is in a position to talk shop and to make practical suggestions of value. A few days, or a week or two in the aggregate, is not too much time to devote to this work.

Farm labor is scarce and high in price, seed prices are high, but so is the price of grain. The investment and the chance the farmer takes are no greater now, relatively, than before. Chance is limited wholly to the crop outcome, for the price will be remunerative, however heavy the yield may be.

This country and its associates in the war must have more wheat, more corn, more oats, more rye, more barley and more of every other kind of grain valuable for food or feed than farmers of the United States have ever produced. With the co-operation of the local grain dealers they can plant corn this year with the full assurance that the seed they put in the soil will germinate and produce a full crop, barring the intervention of circumstances over which man has no control. If the seed is not right the labor and the soil will have been used in vain. See that it is right. Make it your business. Spurred on and aided in the right way, the farmer will rise to the occasion and produce every peck of grain it is possible for his acres and his man power to turn into the national garner.



## 1917 Improvements.

When a total of 1,066 country elevators and 33 terminals were built in 1916 it seemed that the record thereby established would stand for a considerable time. That those figures would be exceeded in 1917 seemed not at all possible, even in the early months of the year before this country became engaged in war; and each elevator built after the full effect of war control made itself felt stands as a monument to the enduring faith which the members of the trade have in the economic value of the grain business.

Statistics compiled from our own files and from the reports of architects and contractors specializing in grain elevators show that during 1917 1,146 country elevators and 69 terminals were erected, and that 365 elevators were enlarged and 542 overhauled.

The figures by states are shown in the table. As in 1916, Montana leads the list, 113 country elevators having been built in that state; Kansas is second with 112; Illinois third with 102; and Iowa is fourth with 91.

In view of the present unsettled conditions it is a remarkable fact that even greater activity is forecast for 1918, yet that fact is indicated by reports from elevator builders and grain dealers, and if crop prospects are encouraging as spring becomes advanced it may develop that manufacturers of material which enters into elevator construction will find themselves unable to supply the demand for their products.

	Country	Terminal	Fireproof.	Combustible.	Enlarged.	Overhauled.	*Electric motors installed.	*Engines in stalled.	Burned.	Damaged by fire.
Ariz.	4	0	0	0	0	0	0	0	0	0
Ark.	3	0	0	0	0	0	0	0	0	0
Cal.	3	0	0	0	0	0	0	0	0	0
Can.	75	11	12	74	4	2	0	0	21	33
Colo.	63	0	19	44	20	3	2	1	3	33
Ida.	32	1	11	22	11	4	2	0	3	0
Ill.	102	6	17	91	43	59	35	17	25	16
Ind.	48	1	11	38	24	25	10	3	12	6
Iowa	91	5	14	82	54	65	30	8	20	11
Kan.	112	4	27	89	30	48	29	11	14	7
Ky.	9	0	6	3	0	4	5	1	3	0
La.	0	2	2	0	2	1	0	0	1	0
Md.	2	1	2	1	1	2	0	0	2	1
Mich.	26	2	6	22	11	15	7	5	7	2
Minn.	40	10	13	37	24	44	21	4	18	8
Mo.	27	1	5	23	12	6	4	4	7	8
Mont.	113	2	8	107	6	14	3	0	8	2
Neb.	68	5	13	60	22	74	18	21	14	11
N. Eng.	9	1	4	6	2	2	0	0	7	5
N. J.	0	0	0	0	0	0	0	0	0	0
N. M.	6	0	0	6	0	0	0	0	0	1
Nev.	0	0	0	0	0	0	0	0	0	0
N. Y.	4	1	2	3	2	0	1	0	2	4
N. D.	55	0	8	47	7	40	8	12	35	14
Ohio	33	1	5	29	13	15	11	6	16	10
Okl.	42	2	3	39	24	40	4	10	7	4
Ore.	7	2	2	6	2	2	0	0	2	0
Pa.	4	1	2	2	2	2	1	0	2	0
S. D.	41	0	3	38	8	36	2	5	30	6
S. East	15	0	0	15	6	6	2	0	7	2
Tenn.	3	1	0	4	1	2	0	0	6	2
Tex.	48	2	8	42	8	6	3	1	10	2
Utah	11	0	5	6	0	1	1	0	0	0
Wash.	30	1	14	17	8	4	2	0	1	0
Wis.	15	2	5	12	13	16	6	4	10	5
Wyo.	6	0	0	6	0	3	0	0	0	0

Totals 1,146 69 238 977 365 542 213 113 290 137

\*New motors and engines installed in old elevators.

In addition to the figures in the table representing the building and improvement of elevators, some interesting facts are disclosed with respect to the number of other buildings built by grain dealers. Of these there were 473, and this number includes offices, warehouses, coal bins, coal pockets, mills, etc. It also is seen that 290 elevators were burned during the year, while 137 were damaged by fire. That this total of 427 elevators visited by fire is an increase of 18 over the previous year is a fact not pleasant to record, and it is to be hoped that the year 1918 will show a decrease in the number of houses so destroyed. A total of 213 electric motors and 113 engines were installed in elevators already in operation, these columns in the table not purporting to give information as to the motive power installed in new plants.

## Service Elevators.

Practically all grain produced east of the Rocky Mountains is delivered in bulk to the country elevator. Though subsequently it may be sold and rehandled many times it ultimately reaches the manufacturer of flour or feed in bulk, thus avoiding the expense of sacks and sacking and heavy handling charges.

For generations country and terminal elevators have given this service with ever increasing efficiency. With improved facilities they now are reaching out to provide a further service for those who produce grain as well as for those who use it in the manufacture of food and feed products.

Many of the new country elevators are designed with a view to performing an increased service for the grain growers whose products they handle. Their equipment is not so elaborate nor their capacity so large as that of the terminal plants, but they steadily are adding to their mechanical facilities for putting grain in prime condition to market.

All foreign seeds should be removed from wheat and ground for feed, or turned back to the producer, the good grain only being forwarded to market.

Many elevator operators are adding feed mills, grinding and mixing feeds for the use of the farmers who produce the grain constituting such feeds. Grinding increases the feeding value of all grains. Aid in the selection of seed, advice on planting, on fertilization and other distinct evidences of co-operation between the grain dealers and grain producers are rapidly coming to light.

This further service is being given because it is profitable to the grain dealer and those from whom grain is bought or to whom grain and grain products are sold. It is in keeping with the order of progress which also is being manifested in other lines of trade. The idea should be taken up and considered in the light of the needs of the locality in which the grain dealer is operating.

## Salvaging the Grain Trade.

When a business establishment, a railroad train, a vessel or any human enterprise comes to grief efforts are made almost immediately to salvage as much as possible from the wreckage. The grain trade of war times is a total wreck if judged by the grain trade of times of peace.

Laws of supply and demand have been replaced by laws of fiat. Prices are being arbitrarily restricted, distribution is circumscribed and profits are predetermined by regulation. Little is left of the old conventions and practices, save the shell of their machinery.

When the war shall cease the wreckage of the new and the old orders will lie in a tangled mass at the feet of those who shall be called upon to make disposition of it. All sound material should be reclaimed and those who salvage the wreckage should not enquire too closely whether that which is of value belonged to the old or the new order, for the future structure should be built from the best material.

After the existing personal and minute supervision shall have passed away the breach between industry and the government will not widen to the dimensions of the chasm which one day separated the two. A better understanding and a greater tolerance will be two of the things of value to be salvaged and which should comprise the cornerstone of the foundation.

If prices must be regulated during war times, if distribution must be minutely supervised, if useless and duplicated effort are inimical to economical marketing in times of stress they must measurably be so in times of peace. It follows that those who conduct the grain trade of the country must have freedom to act within reasonable bounds to the end that they shall be able to control the grain trade. Heretofore it has been impossible to control grain industries or other industries. The best that could be done was to aid in shaping or directing the course of business.

Absolute, intelligent and practical control of grains and their products by those engaged in the work, now comes vaguely into view. It is one thing of value that proper work, and enough of it, will salvage from the wreck. Before grain men attempt to dig out the material with which control may be fashioned they must perfect in detail plans for the structure they desire to create.

When peace comes members of the grain trade will be tired of regulation and everything else connected with the war. The easy and the lazy way will be to toss everything overboard and to try to go back to the pre-war basis. Members of the grain industries now are paying a high price for a new method of handling their business and at the close of the struggle they should insist on the right to run their own business.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Why? Who Can Tell?

*Grain Dealers Journal:* Why have so many grain elevators of Oklahoma and Kansas been leased or sold to millers since the Food Administrator took control of the wheat trade?

Were the grain elevator operators sold out, deserted or just ruled out thru a misapplication of the rules and regulations of the Food Administrator?

Any light on the true cause of the changes will be greatly appreciated by A Sufferer.

### Taxation on Deferred Dividends.

*Grain Dealers Journal:* A dividend was received recently accompanied by notation that it was paid from the profits accumulated for the last half of 1916. What was the object in so reporting and how should it be reported in my income tax return?—Climax Grain Co.

**Ans.:** Sec. 31 (b) of the act of Sept. 8, 1916, as amended by the revenue war act, stipulates that any distribution to stockholders during 1917 or subsequent thereto shall be deemed to have been made from the most recently accumulated profits or surplus and shall constitute a part of the annual income of the year in which received, but shall be taxed to the distributee at the rates prescribed by law for the years in which such profits, or surplus, were accumulated. Under this provision the dividends under consideration should be taxed at the rates prescribed by the act of Sept. 8, 1916, only.

### Are Members Preferred Creditors?

*Grain Dealers Journal:* We happen to be one of the creditors of the Hacker Grain Co., of Wichita, and among other creditors were several members of the Wichita Board of Trade. It seems that the Wichita Board of Trade has a rule that memberships in that organization, of bankrupt members, when sold for the benefit of the creditors, shall be applied first to the payment of the claims of members in full. In other words, if anything is left after the claims of members have been paid, then it may be applied by the receiver upon the bankrupt's indebtedness to other creditors. The Marshall Hall Grain Co. waived their claim to collect the full amount from the proceeds of the sale of the membership. It does not seem right, nor legal, that the rules of any exchange should make preferred creditors of the members having claims against bankrupt members. Any light you can give us on this question will be greatly appreciated by—One of the Creditors.

**Ans.:** The latest decision bearing directly on this point was published in full in the Grain Dealers Journal of Oct. 10, pages 588 and 589, in the case of Chas. F. Glavin, a bankrupt member of the Chicago Board of Trade, where the U. S. Circuit Court of Appeals decided against the Board of Trade and held that "Glavin's membership in the respondent Board of Trade is property, and his right, title and interest therein has passed to and is now held by Weston, trustee in bankruptcy, and that

respondent be adjudged to recognize said trustee's succession thereto."

The Chicago Board had no rule expressly reserving the value of the membership to fellow members; but there are objections to such a rule.

### Computing Weight in Bins?

*Grain Dealers Journal:* We note in the Journal Jan. 25, page 120, the method of computing the weight of corn in bins. Is there a similar method for barley, milo maize, buckwheat, oats, wheat and wheat screenings?—Sheets Elevator Co., Cleveland, O.

**Ans.:** The weight of any grain or seed in a bin or car can be approximated from the cubic contents and the test weight per bushel. The general rule for all grains and seeds is: Find the contents in cubic inches by multiplying length, depth and width inside measurements. Use the tester to get the test weight per bushel. Divide the contents in cubic inches by 2,150.42 and multiply this result by the test weight per bushel. The result will be the approximate number of pounds in the bin.

Example, take a bin 100 inches wide and 100 inches long, and 2,150.42 inches high. It contains 21,504,200 cubic inches. If filled with wheat testing 58 lbs. per bushel divide by 2,150.42 and multiply by 58; thus, 2,150.42 is contained in 21,504,200 10,000 times, which multiplied by 58 gives 580,000 lbs. as the weight. If the test weight is 60 the weight is 600,000 and the number of bushels 10,000.

If oats testing 29 lbs. was placed in the same bin the weight would be 29x10,000, or 290,000 lbs.

### Settlement on Shipper's or Terminal Weight?

*Grain Dealers Journal:* I bot a car of corn from a St. Joseph firm who guaranteed shipper's sworn weights.

The original shipper made affidavit to 52560 lbs.; the St. J. & G. I. Ry., which originated the car reported 50680 lbs. net; the C. & R. I. & P. Ry. weighed it at St. Joseph and reported 51200 net; and the city weighmaster at my city, in the interior of Iowa, reported 50980 weighed out. The Grand Island and the Rock Island roads used the same tare, 38000; but the gross was 88680 and 89200, respectively. I am short 1580 lbs.

The price was f. o. b. my station and the St. Joseph broker prepaid the freight, using the net weight as arrived at by the Grand Island Ry., of 50680, and billing the car out at this weight. The invoice was made to me on the basis of 52560 lbs.

Are they not liable for billing this car out to the railroad and prepaying the freight on a lower weight than their invoice weight to me? I want to bring this before the Interstate Commerce Commission for investigation. Where can I present this to the Commission?—Iowa Dealer.

**Ans.:** Complaints to the Interstate Commerce Commission should be addressed to George B. McGinty, sec'y Interstate Commerce Commission, Washington, D. C.

Railroad track scale weights are so unreliable they do not affect this contract. Buyer showing that his weighmaster's weights were correct has a claim against the seller for the shortage of 1580. His claim for this shortage will not be entertained by the Commission. The seller is not responsible for weights given by the railroad for the purpose of assessing freight charges.

After making good the shortage of 1580 to the buyer the seller has a good claim against the railroad company for loss in transit, as the legal presumption is that weights at origin and destination both being correct the grain must have leaked out of the car while in transit.

The St. Joseph broker was not warranted in reducing the shipper's sworn weight solely because a railroad track scale weight showed less. If he did so he would be liable to the originating shipper for the shortage. Having bot the grain f. o. b. his own station the buyer is not interested in railroad freights and weights, as he can look to the broker to make good the guaranteed weight.

### Why Are No Grain Doors Furnished?

*Grain Dealers Journal:* Will a brother grain dealer please state in the Journal why it is that the railroads in this section will not furnish us with grain doors? At present there are about ten elevators within a radius of 50 miles on the Atlantic Coast Line and the Seaboard Air Line. What methods can we take to go about having the railroad commissions take action in the matter?—Jefferson County Products Co., Monticello, Fla.

**Ans.:** By loading cars that are defective and bringing suit for the grain lost out the railroads can be brot to time quickly, as they are required by law to furnish doors and properly coopered cars.

### Record of War-Time Prices?

*Grain Dealers Journal:* Can the Journal give me a record of the high and low prices on wheat, corn and oats for the years 1860 to 1867?—Dean L. Moberley, Streator, Ill.

**Ans.:** High and low prices annually during the Civil War period on No. 2 contract grain at Chicago were as follows:

Year.	Wheat.		Corn.		Oats.	
	High.	Low.	High.	Low.	High.	Low.
1860	1.13	.66	.55	.27	.38	.16
1861	1.25	.55	.45	.29	.24	.13
1862	.92½	.64	.41	.22	.43¼	.16
1863	1.15	.80	.98	.42	.72	.30½
1864	2.26	1.07	1.41	.76	.81	.57
1865	1.55	.85	.88	.38	.66	.25
1866	2.03	.78	1.00	.33¾	.44½	.21¾
1867	2.95	1.55	1.12	.56¾	.90	.38½

In this connection it is interesting that prices were higher AFTER the war than during the war. From \$2.26 in June, 1864, wheat dropped to 78 cents in February, 1866, and made the final top of \$2.95 in May, 1867.

### Obtaining Copy of Decision?

*Grain Dealers Journal:* Our client has brot suit against the Erie Railroad Co. for the loss of grain caused by delay in shipment which seems to involve the identical question decided in the case of E. B. Conover Grain Co., and published in the Grain Dealers Journal Dec. 10, page 904.

Where was this case decided and where can we obtain a certified copy of the decision, which we will need, as the Erie Railroad Co. has appealed to the Appellate Division?—Bushman & Robinson, attorneys, Buffalo, N. Y.

**Ans.:** The decision has not yet been published in the state official reports or in the National Reporter System, as the practice of the official reporters is to wait some time for the parties to ask for rehearing. Being a decision of the Appellate Court of Illinois a copy should be obtainable by addressing Samuel P. Irwin, official court reporter, Bloomington, Ill.

### Computing Deductions When Figuring Excess Profits.

*Grain Dealers Journal:* With an investment of \$42,000 how much profit are we allowed before we have to pay excess profits tax? We are running elevator, lumber and coal yard.—Rohlk & Goetsch, Donahue, Iowa.

**Ans.:** Partnerships are allowed a profit of 7% on the invested capital, or the percentage earned during the prewar period (1911, 1912 and 1913), but not more than 9%, and the specific exemption of \$6,000. Assuming the earning during the prewar period was 8%, the deductions to be made before applying the Excess Profits Tax would be \$3,360, earning on capital, and \$6,000, total \$9,360. Do not include as earnings, for the purpose of the excess profits tax, dividends received from other corporations. Salaries of the partners, of substantially the same amount as paid during the prewar period, may be deducted from earnings when determining the amount subject to excess profits tax. Sal-



aries must not exceed those customarily paid employes serving in like capacity for others engaged in the same business. See general discussion of this question in this number of the Journal.

## The Claim Agent's Bluff.

*Grain Dealers Journal:* Claims we have filed with the C. & O. Ry. Co. are being declined with the statement that the Central Freight Ass'n prohibits by rule the payment of claims for difference in weights on shipments of grain when the investigation shows that the equipment was delivered in perfect condition and without any visible evidence of leakage in transit.

Are the grain shippers a party to this agreement? We have never heard of it and in fact, in the past, have readily collected claims of this character without any trouble. This ruling is a new proposition to us.—Mayo Milling Co., Richmond, Va.

**Ans.:** Individual roads have tried the same dodge, and its incorporation into the rules of their Ass'n does not give it binding force on the shipper. Grain shippers are not a party to such agreement.

If the railroad companies had a rule among themselves that the originating carrier should not be required to pay connecting lines for grain out of a car that was in apparent good order it would not affect the shipper. The courts have held the carriers responsible for the full amount of grain loaded into a car. The shipper is required to prove only how much he loaded into the car; not that the car was in bad order or that any person actually witnessed the leak.

THE Grain Dealers Journal surely is a great help to the grain man.—M. L. Miller, Parker, Kan.

## Coming Conventions.

Feb. 26, 27.—Missouri Grain Dealers Ass'n at St. Louis, Mo.

Mar. 5-7.—Farmers Grain Dealers Ass'n of North Dakota, Bismarck.

Mar. 16, 18.—Farmers Grain Dealers Ass'n of Kansas at Wichita.

Apr. —.—Western Grain Dealers Ass'n at Fort Dodge, Ia.

May 28, 29.—Kansas Grain Dealers Ass'n at Topeka, Kan.

June 18, 20.—American Seed Trade Ass'n at Chicago.

July 9-11.—National Hay Ass'n at Cleveland, O.

Sept. 23, 24, 25.—Grain Dealers National Ass'n at Milwaukee, Wis.

I CANNOT get along without the Grain Dealers Journal.—H. A. Schnider, agt. St. Anthony & Dakota Elvtr. Co., Epping, N. D.

WE WANT our agents to keep posted, and the best way for agents to keep up to date is by reading the Grain Dealers Journal. We receive much valuable information from each issue. The Alley

THRU the Grain Dealers Journal I get a line on certain things pertaining to the quotations on grain and the markets of the world that are not given in other papers.—W. T. Searson, Dupree, S. D.

A TALK on bulk grain handling was made at the recent farmers convention at Moscow, Idaho, by A. J. Clark, elevator builder, who showed the farmers how they could convert their old warehouses into bulk handling plants.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Twelve cars, loaded with grain, were wrecked near Marlborough, N. Y., Feb. 20. The loss is estimated at \$250,000.

M. & St. L. 8664 passed eastbound thru Mt. Sterling, O., Feb. 16 leaking wheat. Could not repair.—C. H. Clark Grain Co., C. H. Clark.

Three cars, 1 containing corn, 1 barley and 1 timothy seed, were wrecked on the Monon near here Feb. 7. The cars were so badly damaged that the wreckage was piled up promiscuously and it was impossible for us to get car numbers or initials. The grain and seed which could be saved was brought to our elvtr. for us to handle and put in the best condition possible.—C. E. Nichols Co., Lowell, Ind.

C. M. & St. P. 56468, eastbound, was switched out at Ayr, N. D., Jan. 10 leaking durum badly. From what information I could get it came from Luverne.—C. A. Barnett.

I HAVE enjoyed the Grain Dealers Journal very much.—J. L. Bale, Condit, Ohio.

## Abrogating (?) the Law of Supply and Demand.



The Empty Terminals Help to Make Producers Deaf to the \$2.20 Demand of the Consumers.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Big Increase in Barley Acreage.

*Grain Dealers Journal:* We have noticed an appreciable increase in the demand for seed barley this year. The demand for all kinds of seed grain has been very much heavier than in previous seasons, but barley and oats are called for in larger quantities in proportion to last year than some other grains.

It would appear from this that the acreage of barley will be considerably increased in this territory this coming spring.—Northrup, King & Co., Minneapolis, Minn.

### Prefers Special Equipment to Special Box Cars.

*Grain Dealers Journal:* Well, what next? One "Wiseacre" wants holes cut in the roof of cars to expedite the loading. Another wants these holes made in the sides of cars. Still another wants the floors of all box cars hopped to facilitate the unloading of grain. The pig iron man wants this, the coal man wants that, the grain man wants something else. If the railroads adopted all the devices and plans for box car improvement suggested by grain men, and by men in other lines of endeavor, what sort of a critter would be tendered the grain trade for grain loading anyway?

The facts are that there are already too many doors, and lumber gates, and end windows, and ventilators, and like openings to cause water damage to flour, grain and other freight. A dealer loading grain should provide himself with suitable grain loading equipment. And a dealer handling coal should have adequate coal handling facilities, and so on.

Obviously, the different industries must make their loading and unloading equipment fit the box car for it is not practicable to build box cars to fit the multifarious conditions existing at the thousands and thousands of freight handling industries all over these United States. And even in the grain and flour trade, we are not of one mind as to our needs.—Wise.

### Dr. Duvel to Australia.

The many friends of uniform grain standards will regret to learn that Dr. J. W. T. Duvel, Crop Technologist of the Dept. of Agri., will soon sail for Australia to investigate the wheat situation.

Dr. Duvel has been closely identified with the drafting of rules governing the grading of grain since the early days of the agitation for uniformity and by his close study of the trade's needs and his fair consideration of the suggestions advanced by members of grain trade he has won its respect and confidence.

It had been hoped that uniform rules for grading oats would soon have been submitted to the trade for consideration with a view to their final draft promulgation in time to handle the 1918 crop, but this now seems impractical.

### Ass'n Weights Not Conclusive.

Official weight certificates of the Chicago Board of Trade and the Western Railway Weighing Ass'n are accepted by the trade in settlement for grain sold and in assessing freight charges. Confidence in the integrity of Board of Trade weights has become so firmly established that it seems strange they are not accepted at their face value in court, but have to be supported by testimony of the weighman; but this was the recent decision of the Oklahoma Supreme Court, on weights of the Western Weighing Ass'n.

This interposes a difficulty in proving weights that is not met in offering state or public weights in evidence, which are accepted on their face. This objection is practically nil, however, in the case of Chicago Board of Trade weights, as the weighing department is prepared at all times to supply a deposition of the weighman making affidavit that the writing is his and that the weights were correct. Even when the weighman has died the Board of Trade has men in the Department who are familiar with the handwriting of the different weighmen. One man still in the Department can identify the writing of every weighman in the Department for the past 25 years, and on occasion appears in court to testify.

The defendant, John L. Brooks, was engaged in the hay and grain business at Muskogee, Okla., under the business name of Oklahoma Hay & Grain Co., and consigned at various times to the plaintiffs, T. D. Randall & Co., as commission merchants at Chicago, a great many cars of hay, there being an agreement between the parties that the plaintiffs would honor drafts with shipper's bill attached to the extent of \$7 per ton for hay so shipped, the hay to be sold on the markets of Chicago, the plaintiffs to retain 75 cents per ton commission and also insurance, storage, and other expenses.

Defendant alleged that at all times while defendant was shipping hay to plaintiffs, the plaintiffs, without the knowledge of the defendant were dealing in prairie hay on their own account, both at wholesale and retail in the city of Chicago; that defendant did not discover such fact until after he had shipped all the hay involved; that because of such fact and the agreement had, each shipment of hay became and was a sale f. o. b. Muskogee, shipper's affidavit as to weights and grades to govern settlement; that plaintiffs sold the hay at a much lower price than could have been obtained on the markets of Chicago, and sacrificed the same in large quantities allowing the same to be graded down below its true grade; that plaintiffs did not exercise ordinary diligence as to time and manner of making sales; that plaintiff did not obtain further instructions from defendant, and, in many instances, plaintiffs failed to make account of sales when there was a loss until long after such loss.

T. D. Randall & Co. brought suit to recover on overdrafts and against defendants counterclaim for \$3,500 got judgment against Brooks for \$2,054.07, which was reversed Nov. 20 by the Supreme Court of Oklahoma, which said:

**Board of Trade Weights.**—The defendant complains that there was no legal testimony on the part of the plaintiffs showing weights and grades of hay tending in any way to properly establish such weights and grades or to disprove the testimony of witnesses for the defendant as to such weights and grades. If the matter of grades are in issue in case of a new trial, it will be necessary to establish the same by competent evidence. The weight tickets, unless identified and shown to be correct by competent evidence, are not admissible, and do not tend to prove the weight of the hay sold. It is necessary for the plaintiff to establish by competent evidence the weight of the different classes of hay received and disposed of.

The plaintiffs in their brief urge that the evidence in this case shows that statements of account were rendered to the defendant as per contract as to each car of hay received and disposed of, and that the plaintiffs were entitled to recover in this case on the ground that no objection was ever made by the defendant to such statements as rendered until after the trial in

this cause; such statements thereby becoming stated accounts.

The plaintiff did not plead an account stated, nor was such issue submitted to the jury. When an account stated is established, the individual transaction involved need not be proved, and the account stated can only be impeached on the ground of fraud or mistake. It is necessary that the same be pleaded so that defendant may be apprised of the claim and deny the admission alleged, or offer such other defenses as the law authorizes. The correct rule, as we view it, is stated in 1 Cyc. 388:

"To recover on account stated, plaintiff must declare upon an account stated, and if he proceeds upon the original cause of action, the rules of evidence governing an action on an account stated will not apply."

This cause is reversed, with instructions to grant the defendant a new trial and to proceed otherwise in conformity with the views herein expressed.—168 Pac. Rep. 1012.

### Farmers Co. Liable for Discharge of Manager.

The Supreme Court of Iowa on Dec. 11 gave L. A. Seelman judgment for \$681.65 against the Farmers Co-operative Co., of Northwood, Ia., for wrongfully discharging him before his contract of employment had expired.

The contract provided that Seelman should receive \$110 per month for one year beginning Aug. 1, 1914. He continued in its employment until Nov. 5, and he was discharged when defendant leased its elevator, the only explanation given being that the company was going out of business and did not need him any more, except that it wanted him to remain another week to complete the accounts.

Seelman tried to get other work but failed until May 1, 1915, and then at \$100 per month. He brought suit for \$671.65 damages. The defendant then alleged that he had failed to give bond; that he failed to give satisfaction; that he took and converted to his own use \$10 money and 10 tons of coal valued at \$90.

The court said: Had the giving of the bond been made a condition of his employment, and plaintiff, failing to provide the bond, had been discharged on that account, the plea would be good. But such is not the record. Plaintiff had served the defendant in this capacity during the preceding year, and defendant itself had paid for the bond. When the new contract was made, it appears that for some reason a rebonding in the same company was not found practicable, and plaintiff was asked if he could not procure one, and said he would do so. There is no competent evidence that the contract of employment was made subject to that condition. On the contrary, plaintiff entered upon and continued his service under said contract, and was paid his contract wages without objection until defendant put an end to the business by leasing the elevator.

Having kept him in its service under the contract until it had disposed of the business, and then discharged him when it no longer required the service of anybody as a manager of the elevator, it is entirely too late, when sued for damages, to fall back on its reserved right to discharge him for failure to do his work satisfactorily.—165 N. W. Rep. 311.

**LOW PRICES** and insufficient storage facilities threaten to bring about a great waste of wheat in Argentina. Cattle have been turned into wheat fields in some cases.

**PRACTICE** food conservation for the sake of your stomach, for the sake of your pocketbook, for the sake of your country or for any other reason under the sun, but—BE SURE YOU DO IT.



## Damages for Delay of Message.

J. P. Burroughs & Son, Flint, Mich., wired the Commercial Milling Co. in cipher "Booking 4 cars more No. 1 white wheat or No. 2 mixed, \$1.57." The message was transmitted from the Flint office of the Postal Telegraph Co. to Detroit at 9:02 a. m., arriving 9:07 a. m. It was sent from the main office to the Griswold street branch office at 9:16 a. m., and arrived there at 9:19 a. m. It was sent from the branch office at 9:35 and delivered to the Commercial Milling Co. at 9:37 a. m.

The Commercial Milling Co. wired at 10:35: "Message received after opening. Cannot confirm. Market off three cents."

Burroughs & Son brot suit for 6 cents loss of profits and got judgment for \$252; but this was sent back for new trial on account of a remark made by counsel that it was often the practice of public service corporations to assume attitude of "the public be damned."

The court denied defendant's contention that where a telegram is in cipher damages for delay are to be limited to the amount paid for the transmission of the message and interest on such amount, and held

"Where there is a proximate relation in a common-law sense between an injury caused by a failure of duty on the part of a telegraph company, in the cases mentioned in the statute, and the injurious results, if there be such, the party damaged is entitled to recover compensation for such results under the statute, whether the form of action be on contract, or for breach of duty constituting actionable negligence."—165 N. W. Rep. 707.

## Too Many Bad Order Cars.

Thousands of bad order cars in eastern rail centers are said largely to be responsible for the car shortage and freight congestion.

At six of the Pennsylvania yards inspectors of the Interstate Commerce Commission found 6,650 bad order cars, which occupied 55 miles of siding; the Philadelphia & Reading had 2,052 bad order cars in its principal switching yards, occupying 16 miles of track, and the Erie 1,111 bad order cars in three of its yards, taking up 8 miles of track, the totals for these three roads being 9,813 cars occupying 79 miles of switch track. At Cumberland the Western Maryland had 414 bad order cars, and the B. & O. had 144 in one of its switching yards at Philadelphia, the number of bad order cars accounted for in the foregoing enumeration being 10,371.

AN INCREASE of the wheat acreage in Italy is to be enforced by the government. Where necessary the authorities may take possession of the land for the purpose of growing cereals.

## Our Callers

J. T. Beattie, Elwood, Ill.

Edw. H. Farley, Leland, Ill.

Pauley T. Brown, Wyman, Ia.

B. K. Postlethwaite, sec'y Richardson Grain Separator Co., Minneapolis.

A. C. Rynders, mgr. White Star Co., Wichita, Kan.

Benj. W. Dedrick, specialist in dust explosions, Bureau of Chemistry, Washington, D. C.

## Oats Maximum Set by Board of Trade.

Buying by foreign governments and the United States army quartermasters, together with the scarcity in consuming centers and the shortage of cars, is having the effect of advancing the price of cash oats to levels higher than ever, and as oats have been obtainable by purchases of futures in the Chicago oats pit an increasing volume of buying by these different agencies has made itself felt in the price paid for May delivery.

Chicago has not been the leader in speculative kiting of prices of oats.

Winnipeg holds the honor of correctly reflecting in advance the legitimate conditions of unprecedented war demands in the price of oats on the Grain Exchange for future delivery. Normally in peace times always under Chicago prices, Winnipeg for several months past has been several cents per bushel above the Chicago price. This is not due to speculation at Winnipeg or elsewhere; but the natural play of supply and demand. The same is true of Minneapolis, another leading oats market.

Closing prices on May delivery Feb. 21 were: Winnipeg, 98 $\frac{3}{4}$  cents; Minneapolis, 92 $\frac{3}{4}$ ; Chicago, 90 $\frac{3}{4}$ .

Politicians who cater to the prejudices of an ignorant public might make political capital by threats to close the exchanges on the false argument that the Board of Trade is putting up the price and profiteering. The lesson taught by the fact that cash corn for several months has remained 50 cents per bushel above the future price fixed by the Board of Trade is entirely lost on the reformers who masquerade as statesmen. To deprive agitators of their talking capital the directors of the Chicago Board of Trade at a special meeting Feb. 21 adopted the following resolutions:

**Resolved,** That the action of the Directory at its meeting held Feb. 20, 1918, restricting the purchase or sale of oats for any delivery at a price greater than 2 cents per bushel over the previous closing quotations, be rescinded.

Whereas, By reason of the state of war which now exists, it becomes the patriotic duty of all to second the efforts of our Government to prevent undue price increase in food products; now, therefore, be it

**Resolved,** That on and after Feb. 23, 1918, members of this Ass'n in making contracts for the purchase or for the sale, by grade alone, of oats to be delivered in store during the months of February, March, April and May, 1918, shall not, in entering into such contracts, exceed the price of 93 cents per bushel, this being in conformity with Sec. 3 of Rule 23, reading as follows:

"The Board of Directors, whenever the public welfare or the best interests of the Ass'n in its judgment seem so to require, shall have power to fix a maximum price for any commodity dealt in on its Exchange, above which price no member shall thereafter and during the maintenance of said maximum price, be permitted to trade in such commodities. Any action of the Board of Directors under this section shall be binding on all members of the Ass'n, from and after the hour when the same shall be posted on the Bulletin Board in the Exchange Room. Any member making a trade or doing any act in violation of this section shall be deemed to have been guilty of a grave offense involving the good name of this Ass'n, and shall be liable to punishment as provided in Section 18 of Rule IV."

Similar action was taken by the other exchanges, the Kansas City Board fixing the maximum at 93 and the St. Louis Merchants Exchange at 94 cents.

A CAR of barley sold to a Chicago maltster by J. J. Coughlin Jan. 30 brought \$1.73 a bu.

## Sixty-Day Limit Not to be Enforced.

The Food Control Act expressly provides that foods may be stored over "the period of scant or no production," and in the case of corn brot to Duluth, Minn., for drying the Food Administration has consented to abide by the law to the extent that the Hoover ukase against sales of corn more than 60 days in advance will not be enforced.

Julius H. Barnes has advised that on application, he will, as agent of the Food Administration, modify the regulations so that sales of corn can be made for more than 60 days in advance against corn brot to Duluth for drying and treatment. Sales will be permitted for lake shipment on the opening of navigation, and covering the month of May.

Is any Duluth or Superior elevator equipped with facilities for drying corn?

Why exempt Duluth and refuse this privilege to markets well equipped to dry corn?

## May Hold Over 60 Days.

The Food Administration in a statement issued Feb. 12 announced that dealers in cheese will be allowed to carry it in cold storage thru the period of scant or no production.

Under the Food Control Act, approved Aug. 10, the grain dealer had the right to store grain over the period of no production, as the law made no exception of him.

The rules and regulations effective Nov. 1, however, left the cheese dealer the protection afforded by the law by exempting him from the 60-day limit of storage imposed by the regulations on grain dealers. The F. A. in its Feb. 12 announcement simply affirms the protection granted the cheese dealer by the law and the regulations both. The cheese dealers are only required to sell out their stock by June 15.

It is interesting to observe the effect of this non-interference on the cheese trade during the past season; as compared with the restriction on the grain trade. In this day of alleged flour and sugar famine it will no doubt amaze the public to learn that whereas our grain elevators are practically empty, the cold storage houses contained on Feb. 1 47,744,994 lbs. of cheese, against 22,112,656 lbs. on Feb. 1, 1917, an increase of 115.9 per cent. Is it not reasonable to believe that had the grain trade been guaranteed a like freedom from artificial restrictions our terminal grain elevators now would contain much of the grain held by farmers?

## Allege Discrimination Against Market.

The Rich Grain Co., Indianapolis, Ind., complained to the Indiana Public Service Commission, Feb. 18, that recently when two cars were set in for loading at Wolcott, Ind., the Pennsylvania Railroad Co. gave instructions that they must be loaded with corn only and shipped to Chicago only, causing a loss of 5 to 10 cents per bushel, as the Indianapolis market was higher.

Evidently the railroad company was attempting to co-operate with the Food Administration in an attempt to rush corn to driers, and was ignorant of the fact that Indianapolis has a large drying capacity and can care for all the corn from its territory.



### Protection Against Lightning.

Not one of Chicago's giant sky-scrapers has been struck by lightning. Fire losses, due to lightning as the agent of ignition, are exceedingly rare in all large cities, for they are protected by thousands upon thousands of ground and air terminals which serve to pass off harmlessly the electrostatic energy near the ground or to cause this energy and the positive electricity of the upper regions to meet and commingle without damage.

Damage by lightning to city property occurs, if at all, in outlying districts that are not adequately protected against this hazard. The smoke stack of Swift & Co., in the Stock Yards district, for example, was struck five times by lightning. The strokes came with such frequency it finally was decided to rod the stack and since that safeguard was provided there has been no further trouble.

A modern steel building is a magnified lightning rod. Its ground terminals are sunk forty feet or more into the muck, while the steel skeleton rears itself 200 feet or more into the air, terminating in steel elevator heads and soil pipes which serve as ideal air terminals.

In country towns means of escape for the electricity of the earth's surface are isolated and insufficient. Consequently a thunder storm usually is accompanied by lightning strokes by which the positive electric energy of the storm cloud manifests its journey to the earth. This force takes the path of least resistance and the journey is finished over or through the most convenient tree, elevator or other building, offering less resistance than the air.

Steel and copper cables are the best known substances for the transmission of electricity. Just how much current can be carried or transmitted by a cable of prescribed diameter or weight is not known and seems to be one of the unknowable phases of this subject. Star shaped rods are highly recommended and it is difficult to see any other virtue in the shape of a rod than additional surface area secured in that way.

The big thing and the known thing about lightning rods is that they afford protection. The unknown and almost unknowable aspects of this question are tersely set forth by L. H. Baker, assistant secretary of the Michigan Mutual Fire Insurance Co., who writes: "With reference to lightning protection I find myself entirely agreeing with all you say on this subject, except the possibility of establishing a standard which without fail will perform as per specifications under all conditions. Lightning is the most uncertain and unmeasurable fire hazard we have to deal with. The voltage produced is exceedingly difficult to measure and the size of cable required to transmit a maximum charge is quite a matter of speculation. However, we are working on a standard."

Tentative standards for lightning rod protection have been devised by the Underwriters Laboratories. Smoke stacks over 150 feet high are required to have two ground terminals, two rods and 18 inch air terminals at intervals of not less than 6 feet at the top of the stack, rising from a cable with which the rods are connected. But the big 200 foot stack of the Chicago & Northwestern terminal elevator in South Chicago has one rod, one ground and one air terminal.

All country elevators should have adequate lightning rod protection. The best way to get this protection is to take the

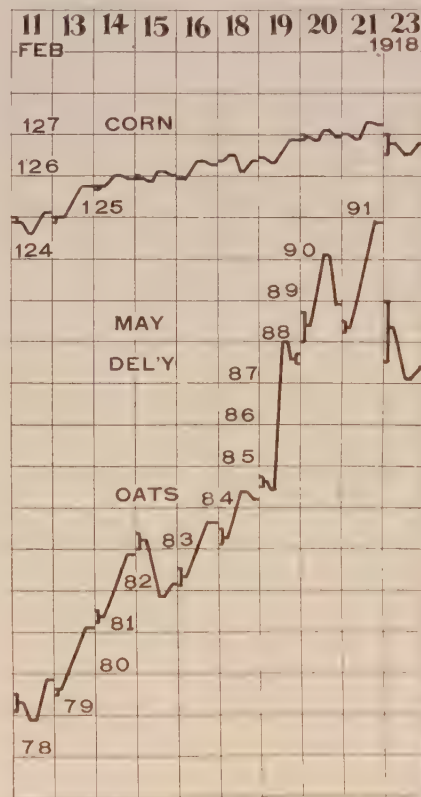
question up with an organization whose business is based on experience and in whom the elevator owner has confidence, then leave the work in his hands.

In all probability you will find the rod a silent protector. Years after it is installed you may conclude the rod never has earned its salt, for it may never interpose itself between your elevator and a bolt of lightning. If you are disposed to grumble you may conclude you are "out" the price of a lightning rod, and so you will be, but consolation may be derived from the fact that you will be "in" the price of an elevator and there is a very considerable difference between the two, all of which is in your favor.

Rods cost a bit more now, and are worth it, because they are the premium paid for assurance against loss of property which now is worth more than ever before.

## Chicago Futures

Opening, high, low and close on corn and oats for the May delivery at Chicago for two weeks past are given on the chart herewith:



### Amendment to North Dakota Grain Grading Act.

The recent special session of the North Dakota legislature amended the grain grading act by revising Sections 2, 4, 10 and 13. Section 2 provides for the employment of clerical help to carry out the provisions of the act, and section 13 relates to the appropriation and gives the state inspector authority to fix fees for grading, sampling, inspecting and weighing.

Section 4 provides that the state inspector of grades, weights and measures shall appoint and designate a chief deputy grain inspector who shall be stationed at the Agricultural College and shall have power to appoint skilled and competent deputies who shall be stationed at any town or place where grain, seed and other agricultural products are marketed. The town or community where the deputy is stationed is required to provide, at its own expense, a suitable building and scales for his use.

Section 10 requires the inspector of grades, weights and measures to collect a fee of \$10 for each license issued. Licenses shall be subject to suspension by the inspector of grades, weights and measures or his chief deputy for gross and willful violation of the provisions of the act or incompetency, and the inspector shall at once notify the board of railroad commissioners of such suspension and the board shall at once hold a hearing and if the cause of such suspension is substantiated, the license of the licensee shall be cancelled, and all expenses caused by such hearing shall be paid from public grain grading and weighing fund. The owner or owners of the elevator of which the license of the buyer has been suspended shall have the power to appoint a temporary buyer without a license pending such hearing.

It shall be unlawful for any person operating a public warehouse to purchase, weigh, grade or inspect grain or seed who is not licensed as deputy inspector, provided that any person without a license may buy any article that has been graded, weighed and inspected by a deputy state inspector of grades, weights and measures.

DANVILLE, ILL.—The county chairman for the organization of thrift stamps sales has announced his intention of calling a meeting of farmers and grain dealers to consider plans for placing stamps in the hands of farmers. It is planned to have all grain dealers carry a supply of the stamps, and, when a tenant farmer sells grain, he will be requested to take 5 per cent of its value in thrift stamps or war savings certificates, while if the farm owner sells the grain he will be requested to accept stamps for 10 per cent of its value.

### Daily Closing Prices.

The daily closing prices of oats and corn for May delivery at the following markets for the past two weeks have been as follows:

	MAY OATS.									
	Feb. 11.	Feb. 13.	Feb. 14.	Feb. 15.	Feb. 16.	Feb. 18.	Feb. 19.	Feb. 20.	Feb. 21.	Feb. 23.
Chicago	79½	81	82½	82½	83½	84½	87½	88½	90½	87½
Minneapolis	79½	80½	81½	82½	83½	84½	88½	90	92½	87½
St. Louis	80½	81½	82½	82½	84½	85	88½	89½	91½	88½
Kansas City	81½	82½	84½	83½	83½	85½	89½	90½	92½	88½
Milwaukee	79½	81	82½	82½	83½	84	87½	89	91	87½
Winnipeg	87	87½	89½	88½	90½	91½	93½	95½	98½	93½

	MAY CORN.									
	Feb. 11.	Feb. 13.	Feb. 14.	Feb. 15.	Feb. 16.	Feb. 18.	Feb. 19.	Feb. 20.	Feb. 21.	Feb. 23.
Chicago	125½	125½	126	126	126½	126½	126½	127½	127½	126½
St. Louis	125½	126½	126½	126½	126½	126½	127½	127½	127½	127
Kansas City	125½	126½	126½	126½	126½	127	127½	127½	127½	127
Milwaukee	125½	125½	126½	126	126½	126½	127	127½	127½	126½



## Chicago's Corn Drying Capacity.

Soft corn is reaching terminal markets in increasingly large volume. Car supply is greater now than it has been for months and cars are being released rapidly and sent west for grain. The congestion in eastern terminals slowly is yielding to the energetic efforts put forth to clear it up. Prohibition of grain shipments to the east serves to keep cars in the grain carrying trade in the frosted corn area, plying shuttle like between shipping stations and the nearby terminals.

Much of the crop is far too wet to store safely and attention naturally centers in the facilities of the several markets for drying corn. In the Journal for Nov. 25, 1917, pages 804-805 were given the drying facilities of a number of markets.

The drying capacity of the Chicago elevators is nearly 700,000 bus. in 24 hours. Malt house kilns have been pressed into service and these have a capacity of about 94,000 bus. a day, of which about 74,000 bus. is available for handling wet corn.

Some difficulty has been experienced in having cars switched in and out as rapidly as necessary to keep the drying equipment supplied with wet corn and to remove the dry grain from the malt houses all of which have not sufficient room to store corn in volume.

Corn arriving in Chicago shows much better condition than that coming in earlier in the season, but relatively is very poor. Moisture content varies from 19 to 37 per cent, but arrivals showing in excess of 30 are the exception. Receipts of Nos. 5 and 6 and sample grades for three days, selected at random from February arrivals, showed only one car with more than 30% moisture. Further it was shown that 40 cars tested 25% but less than 26%; 11 cars 26% but less than 27%; and 11 cars 27% or more. The average of 211 cars of No. 5 and poorer corn was 23.21 per cent.

Drier capacity is figured on a basis of 5% to 6% extraction, which represents a greater extraction than is necessary for much of this corn. In some cases it will be necessary to take out 10 per cent, or more, which will slow

down the work temporarily, but in many cars a 3 to 4 per cent extraction will put the grain in condition to store.

Rating the capacity of a grain drier without definite information on the condition of the grain to be dried is somewhat similar to determining the length of a stick without seeing the stick. A number of guesses or estimates have been made on this subject. The most complete statement heretofore appearing in print was that of the Chicago Board of Trade, showing a total capacity of 600,000 bus. This rated the drying capacity of the Northwestern terminal at 6,000 bus. an hour instead of 9,000 bus. the rated capacity of the twelve driers at that elevator, leaving out 72,000 bus. in this way. The Minnesota elevator has no drier at this time.

Of the capacity shown in the appended table at least 60,000 bus. is not available for drying corn. Deducting that loss would leave 726,000 bus. capacity available for handling corn on a basis of 5% to 6% extraction which, as has been shown, is probably fully up to or above the average extraction required to put the corn in condition to store.

Corn products manufacturers are taking in corn as it comes and working it up as fast as possible. The big drier at Argo is not in operation but some very wet corn is being taken in at the Corn Products plant and used without drying. A like condition applies at all corn products plants, thus creating a market for a great deal of Nos. 4 to 6 and sample corn without passing it through drier or kiln.

Capacity at Chicago driers and malt house kilns is here given:

In the matter of food do not mistake substitution for starvation. The United States Food Administration asks you for the former in order to guard against the latter.

EARNINGS of the Corn Products Refining Co. for 1917 were reported to be about \$10,000,000. Net profits for 1916 were \$6,084,764. Earnings last year were about 20 per cent on the common stock, but there will be no distribution until disposition has been made of the government's suit to dissolve the organization.

## New Car Distribution Rules.

Complying with the order of the Interstate Commerce Commission in the case of the Farmers Elevator Co., of Vermillion, S. D., against the C., M. & St. P. R. R. Co., reported in the Journal Dec. 25, page 991, the carriers have promulgated the following code of rules for the distribution of cars:

### RULES GOVERNING THE DISTRIBUTION OF CARS TO BE LOADED WITH GRAIN IN INTER-STATE TRAFFIC.

Division Superintendents in distributing empty cars as between stations must make the distribution on the basis of grain on hand and ready to be shipped; furnishing each grain shipping point with its proportionate share of available cars in the same manner as the agent must distribute the cars furnished to his station.

1. A book record must be kept at each grain shipping station, showing the following information:

- Name of applicant.
- Date of order.
- Date car wanted.
- Kind of grain.
- Kind of car wanted.
- Capacity of car wanted.
- Date car is furnished.
- Number of car furnished.
- Capacity of car furnished.

2. Shippers must apply for cars daily and in their own name only.

3. No order will be accepted from a shipper for more cars than he can load on that particular day.

4. The distribution for any day must be based upon what each shipper can load that day. This will be determined by the ability of the shipper to load, based upon what he has actually loaded when 100 per cent of cars has been supplied.

5. There must be no discrimination in favor of any shipper. Cars must be furnished in the relative proportion in which different shippers tender grain for shipment, such grain being actually on hand and conveniently located for prompt loading. For example:

If one shipper has 50,000 bushels; another 40,000 bushels, and another 10,000 bushels, making a total of 100,000 bushels actually on hand and conveniently located for prompt loading, 50 per cent of the cars will be assigned to the first shipper; 40 per cent to the second shipper, and 10 per cent to the third shipper, providing shippers offer all of their grain for shipment.

6. There must be a new distribution each day, in accordance with the grain offered for shipment for that date, except that in case the share of any shipper for any particular day is a fraction of a car, and he is consequently furnished no cars, this fraction will be carried over to subsequent days until, under his accumulated allotment, he is furnished a car. No additional cars will be allotted to a shipper until cars furnished on previous days are loaded.

7. Whenever a shipper fails to promptly load a car assigned to him it will be given to another shipper. By prompt loading is meant that a shipper must start loading a car that is set in before 10 o'clock a. m. on that day, and ordinarily such a car should be loaded by 6 p. m. the same day.

8. These rules must not be deviated from except in cases of emergency, such as the movement of grain from a particular elevator to avoid deterioration; or where an elevator has been damaged by fire or storm, and as a consequence grain is exposed to the elements.

NAVY AND LIMA BEAN packers have been given permission to pack an additional 25 per cent of their indicated bean pack. Formerly permission had been given to pack an initial 25 per cent. Food Administration officials are urging the packing of wet beans, including beans containing 20 per cent of moisture which must be canned before warm weather sets in or they will be lost, such beans are canned under special permission issued by the government, which is freely granted. This permission was given because the government had secured the release of a sufficient quantity of tin to justify this action.

### Drying Capacity Chicago Elevators.

Elevator.	Operator.	Capacity, hour.	Capacity, day.
North Western Terminal.....	Armour Grain Co. ....	9,000	216,000
Irondale Elevator.....	J. Rosenbaum Grain Co.....	2,000	48,000
Cragin Elevator.....	F. J. Delaney.....	1,500	36,000
Hales Elevator.....	Hales & Edwards Co.....	1,500	36,000
Michigan Central.....	F. H. Mealiff & Son.....	1,500	36,000
So. Chicago Elevator.....	So. Chicago Elevator Co.....	1,500	36,000
Steamer Helena.....	Armour Grain Co.....	2,100	50,000
Santa Fe Elevator.....	Armour Grain Co.....	1,000	24,000
Belt Elevator.....	Rosenbaum Bros.....	1,000	24,000
Norris Elevator.....	Norris Grain Co.....	1,000	24,000
New York Central Elvtr.....	Bartlett, Frazier & Co.....	1,000	24,000
Calumet A.....	Central Elevator Co.....	1,000	24,000
Rockwell Elevator.....	Ellis Drier Co.....	500	12,000
Keystone Elevator.....	E. R. Bacon.....	500	12,000
Standard Elevator.....	Taylor & Bourneque.....	500	12,000
Argo.....	Corn Products Ref. Co.....	1,000	24,000
Badenoch.....	J. J. Badenoch Co.....	500	12,000
M. & Y.....	Mueller & Young.....	500	12,000
Salvage Elevator.....	Chicago Grain Salvage Co.....	500	12,000
Stock Yards Elevator.....	.....	250	6,000
Hayford.....	Frank Marshall.....	500	12,000

Total driers.....28,850692,000

### Malt sters.

Acme Malt.....	Acme Malting Co.....	666	16,000
American Malt.....	Am. Malting Co.....	333	8,000
Columbia Malt.....	Columbia Malting Co.....	417	10,000
Advance Malt.....	Advance Malting Co.....	1,250	30,000
N. W. Malt.....	North Western Malting Co.....	817	20,000
Calumet Malt.....	Calumet Malting Co.....	417	10,000

Total malt kilns.....3,90094,000

Total driers and kilns.....32,750786,000



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### COLORADO.

Bovero, Colo., Feb. 10.—This section grows very little winter grain, but present indications are that a very big acreage will be planted to spring crops. We do not have any seed to offer except seed corn, and will have to buy cane seed. Will have enuf of everything else to supply home demand, and some of our seed corn is very good.—The Theo. G. Flick Grain Co.

### ILLINOIS.

Beaverville, Ill., Feb. 19.—Corn is soft. Oats fair.—The H. Lambert Co.

Bishop Hill, Ill., Feb. 20.—The corn is about  $\frac{1}{2}$  spoiled. Oats good.—Galva Grain Elvtr. Co.

Ashton, Ill., Feb. 20.—About 10,000 bus. sample and No. 6 corn and 100,000 bus. oats in farmers hands.—O. C. Baker.

Alsey, Ill., Feb. 19.—Corn is damaging badly in the house, and on the farm it is drying out slowly.—G. B. Wills.

Earlville, Ill., Feb. 20.—Farmers will plant as much ground to wheat as the seed available will permit.—R. A. Strong.

Assumption, Ill., Feb. 21.—Wheat acreage sown 120% of last year. Growing wheat in good condition. Corn is of poor quality.—Lacharite Grain Co., A. L. Moore, mgr.

Alexander, Ill., Feb. 19.—Quality of corn is poor, none of it grading better than No. 5 and most of it being No. 6 and sample so far.—Greenleaf & Obermeyer.

Bellflower, Ill., Feb. 19.—Eighty percent of the corn crop remains on the farms, and it contains 25% of moisture. A great deal of rotten and unsound grain is to be found in early cribbing, and a large percentage will deteriorate on arrival of higher temperatures.—W. T. Bradbury Co.

### INDIANA.

Tefft, Ind., Feb. 20.—Early frost made quality of corn very poor. Our oats crop was large.—G. T. Morrow.

Pence, Ind., Feb. 22.—Quality of corn very bad. It is wet, black and otherwise damaged.—Stewart Elvtr. Co., Stewart.

Cayuga, Ind., Feb. 19.—Condition of growing wheat is 100%, with the largest acreage ever known in our territory.—Cayuga Mfg. Co.

Evansville, Ind.—The wheat crop of southern Indiana and Illinois and western Kentucky never looked better at this time of the year. The heavy snows of the past 3 months acted as a blanket and protected the wheat from freezing, and at this time indications point to one of the largest yields on record.—C.

### IOWA.

Clutier, Ia., Feb. 19.—The quality of oats and barley is good.—A. Simonsen.

Belle Plaine, Ia., Feb. 21.—Oats quality very good, corn poor, barley good.—E. A. Tappan.

Marcus, Ia., Feb. 21.—Corn quality has improved wonderfully. November and December shipments graded 90% sample; February shipments grading 80% No. 6, 15% No. 5 and 5% No. 4.—The Edmonds-Londergan Co.

Astor, Ia., Feb. 20.—Corn is not in good condition. Last year's oats and barley crops were fair and the quality very good. Some fall wheat was sown, and some spring wheat will be planted. Other grains will be put in about as in former years.—O. A. Olson.

### KANSAS.

Kensington, Kan., Feb. 11.—We have a good prospect for a wheat crop this season.—H. Westerman.

Alma, Kan., Feb. 11.—Wheat in this vicinity is holding its own but it needs moisture.—P. A. Johnson, agt. Derby Grain Co.

Atlanta, Kan., Feb. 15.—Wheat is coming out much better than expected, since the weather has been warm for a few days and the little snow which was on the ground has melted.—C. H. Peterson.

Alma, Kan., Feb. 11.—Enuf soft corn to feed until warm weather. Seed corn is very scarce. No kafir or milo that would do for seed. Oats enuf for seed, but those who have them are feeding them instead of buying soft corn.—P. A. Johnson, agt. Derby Grain Co.

Assaria, Kan., Feb. 13.—Crop needing moisture. Wheat in this immediate vicinity will make average crop. No corn here to speak of. Quantities of oats will be planted, also some barley, altho there is usually none raised here. We are short on seed corn, but have bot a carload in Missouri, which we will put out and let farmers pick seed from.—John E. Hughes, mgr. Farmers Elvtr. Co.

Bluff City, Kan., Feb. 9.—We need moisture. Most of our wheat is still alive and with favorable conditions we have a prospect for a fair crop, but no bumper crop. About 20% of our wheat is in the ground not germinated. This comes from irregular farming methods. We will need very little seed of any kind if the wheat lives as most of our land is planted to wheat, but if the wheat dies we will need corn, oats, kafir, milo, feterita, sudan, etc. Our wheat has had no moisture this winter. No snow.—Emmett Berry.

### MICHIGAN.

Elwell, Mich., Feb. 14.—The acreage of winter wheat is less than usual. Some spring wheat will be sown.—Elwell Elvtr. Co.

Kalamazoo, Mich., Feb. 16.—We have a large acreage of rye, and expect a large acreage to be planted to barley.—Glen B. Kent Grain Co., Glen B. Kent.

Marlette, Mich., Feb. 14.—The acreage of winter wheat is 30% less than that of last year. The plant did not go into the winter in good condition.—W. A. McTavish, mgr. Marlette Farmers Co-operative Elvtr. Co.

### MISSOURI.

Bates City, Mo., Feb. 20.—Our corn is fairly good.—J. B. Williamson & Son.

Berger, Mo., Feb. 20.—Wheat remaining in this locality will grade No. 2 and 3, and corn will grade No. 3 and No. 4.—J. E. Stock.

Holden, Mo., Feb. 19.—Corn is soft, mostly No. 4, and should be rushed to the driers before it becomes heated.—Holden Mfg. & Elvtr. Co.

### NEBRASKA.

Lincoln, Neb., Feb. 20.—The bulk of the corn being moved is the poorer grades, however, we have but a small percentage of No. 3.—Paul & Morris, C. C. Morris.

### OKLAHOMA.

Salt Fork, Okla., Feb. 8.—Wheat here stood the winter very well and farmers are starting to prepare ground for oats.—M. Nolan.

Alex, Okla., Feb. 11.—Grain and feed crops failed completely last year. Broom corn was a fair crop. No moisture now in the ground.—Alex Mill & Elvtr. Co.

Antlers, Okla., Feb. 12.—Little wheat in this immediate locality, but trip by auto covering 1,000 miles thru the wheat regions of Oklahoma shows very low vitality and thousands of acres dead beyond recovery.—James L. Admire.

### TEXAS.

Gatesville, Tex., Feb. 18.—Has been extremely dry in this county this winter and grain is in poor condition. At this time we are having some drizzly days that will be of some benefit to grain.—Coryell County Elvtr.-Grain Co., W. A. Brasher.

I LIKE the Grain Dealers Journal, and have received much benefit from it.—E. C. Jewett, Piercetown, Ind.

## Death of Col. George D. Rogers.

Death has claimed the man to whom credit is given for the organization of the Minneapolis Chamber of Commerce, Col. George D. Rogers. The start was made in October, 1881, with 20 members, Mr. Rogers taking the lead in the work and serving as secretary of the organization the first year, at the end of which the membership was 538. He took up the work again in 1893 and continued as secretary until 1905 when he retired. The Chamber of Commerce retained him as general counsel, which honorary position he held at the time of his death. He visited the Chamber daily until about two weeks before his death.

Colonel Rogers was born in Pennsylvania in 1829 and moved to Wisconsin in 1854, engaging in farming and milling. He served as a captain in the 31st Wisconsin Infantry at the outbreak of the Civil War and at its close he had reached the rank of Colonel.

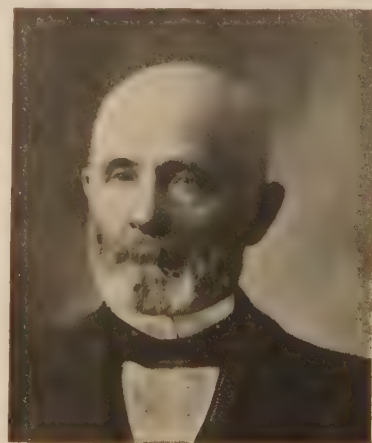
After the war he engaged in the grain buying business, building and operating an elevator at Calmar, Iowa. He moved to Minneapolis in 1873 where he engaged in business in competition with the Minneapolis Millers Ass'n, which was then the controlling factor in the grain business of the northwest. He proved his ability to overbid the millers and to ship to Chicago. The outcome of this situation was the organization of the Chamber of Commerce.

He was married in 1853 and is survived by a son and daughter. Funeral services were held Feb. 14, interment being at Lakewood cemetery.

As one of the old-time secretaries distinguished for their scholarly attainments, their devotion to duty and for the universal esteem in which they were held Mr. Rogers was in a class with Denison B. Smith of Toledo, Geo. H. Morgan of St. Louis and Geo. F. Stone of Chicago, all of whom are revered by old members of the exchanges.

EDWARD GLASS, of the Yukon Mill & Grain Co. recently addressed the Business Opportunity Club of the University of Oklahoma on "South American Trade."

INDIANS of the Omaha tribe have 500,000 bus. of corn rotting on the ground on their reservation along the Missouri River for lack of cars in which to ship. A delegation of Indians visited State Food Administrator Wattles at Omaha Feb. 6 to make a plea for transportation facilities.



Col. G. D. Rogers. Minneapolis, Minn., Deceased.



# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## COLORADO.

Boyero, Colo., Feb. 10.—The car shortage has not affected us in the least as far as shipping out is concerned. We ship in plenty of stuff to get all the cars we want for shipping out.—The Theo. G. Fick Grain Co.

Denver, Colo., Feb. 14.—Our corn business is only about 50% of normal this year, owing to the high price of corn, and our feeders all claim they cannot afford to feed at present prices.—T. D. Phelps Grain Co., T. D. Phelps.

Avondale, Colo., Feb. 11.—No grain to speak of remains to be shipped from this point. We are badly in need of cars for the movement of hay and alfalfa meal. We will need about 225 more cars for the latter commodity, and will require probably 50 cars for baled hay. Our needs for grain are quite limited, and probably would not exceed 2 cars.—The Avondale Alfalfa Mfg. & Elvtr. Co.

Colorado Springs, Colo., Feb. 12.—This county ships in more grain than it ships out, but our crops last year were better than usual and matured fairly well. The winter has been even more open and pleasant than usual and marketing has been under most favorable conditions. However, rye, millet, wheat and other grains have been sold or fed so freely that feed stuff is scarce and high.—L. M. Hunt Grain Co.

## ILLINOIS.

Atkinson, Ill., Feb. 20.—Corn quality very poor, and half of it consumed; wheat practically gone, about seed left; barley quality good, ¾ of it gone; oats, quality choice, fair reserves.—R. P. Macauley.

Alexander, Ill., Feb. 19.—About 1,500 bus. wheat, 10,000 to 15,000 bus. oats, and 200,000 bus. corn remain in this territory. Could use 50 cars in next 3 weeks; have had 9 since Nov. 27, 1917. No dealers trying to buy much corn account fear of damage and excessive shrink if held very long.—Greenleaf & Obermeyer.

Boos sta. (Newton p. o.), Ill., Feb. 21.—No grain to be shipped from this station. Need cars for hay.—O. P. Harris.

Brighton, Ill., Feb. 20.—Very little wheat left here to be shipped. Corn not in shape to ship. We get what cars we need for wheat.—Brighton Grain, Flour & Feed Co., J. H. Merten.

Assumption, Ill., Feb. 21.—Sixty per cent of corn and 10% of oats in farmers hands. Wheat all shipped out. Scarcity of cars has kept the corn from moving.—Lacharite Grain Co., A. L. Moore, mgr.

Beaverville, Ill., Feb. 19.—Corn is not moving because of weather conditions and scarcity of cars, and 35% of it still remains in the fields. Some oats moving to market. Cars very scarce.—The H. Lambert Co.

Alsey, Ill., Feb. 19.—Fully 50% of the corn is yet to be moved from this point. Unless the car situation improves very materially soon there will be a world of very badly damaged corn go on the market.—G. B. Wills.

Bishop Hill, Ill., Feb. 20.—Only two farmers have shelled and shipped corn as yet. About ½ of the 1917 oats crop has moved. We have not suffered for cars as we have had room in the elvtr. to handle offerings.—Galva Grain Elvtr. Co.

Earlville, Ill., Feb. 20.—Lots of corn to be shipped from this station, and most farmers still have some to husk. A considerable quantity of oats to be marketed, although much of that which is left will be used for feed and seed.—R. A. Strong.

Sutter Siding (Hopdale p. o.), Ill.—Corn in this territory is in bad condition. The heavy snow stopped deliveries and much of it will be worthless if it is not moved before warm weather. A large quantity of corn would be moved if we could get cars.—Farmers Grain Co., Chas. Graff, mgr.

Biggsville, Ill., Feb. 20.—Quite a lot of soft corn moving now. Car situation very much improved in the past 2 weeks. If cold weather holds farmers will shell the most of the soft corn. Corn that will keep in cribs will not be sold now. Some oats moving.—F. E. Abbey.

Barnett, Ill., Feb. 19.—Quantity of corn to be shipped will not be over 25% of last year, at best, and this will depend on the quality later. About ¼ of late corn still in the fields; some in cribs but it is too soft to shell, and it may rot as it must be frozen or dried before it can be handled. The number of cars needed depends upon the condition of the weather.—G. B. Carri-co.

Cardiff, Ill., Feb. 21.—About 25% of oats and 50% of the corn yet to move. Oats standard, and corn poor. The lack of cars is the main influence retarding the movement of corn.—J. H. & G. E. Walsh.

Cabery, Ill., Feb. 20.—Ninety per cent of corn and 50% of oats to be moved. Have been unable to get cars all fall and winter until Feb. 4. Since that time this station has shipped 100,000 bus. of oats. Enough cars at present.—Porch & Porch.

Decatur, Ill., Feb. 16.—I do not find great activity among the grain dealers, altho we anticipate that with cold weather and hard roads, and a few box cars, a good deal of our corn will move to market very soon.—E. B. Hitchcock, sec'y Illinois Grain Dealers Ass'n.

Bellflower, Ill., Feb. 19.—In producers' hands 20% of the 1917 oats crop, and 80% of the corn. From Nov. 1 to Feb. 1, our station has supplied an average of about 1 car per week; since Feb. 1 there has been a decided improvement and the situation has been relieved to some extent, but it is too late to save loss and damage.—W. T. Bradbury Co.

Adrian, Ill., Feb. 19.—About 50,000 bus. of corn to go from this station, and the quality is only fair. About 75,000 bus. of oats to ship, altho it is difficult to make an estimate on this grain as more of it will be fed on the farms if we can move the corn to market. The car situation is serious, and the farmer wants to move his corn, but we cannot get cars to handle it.—C. E. Conn.

Milford, Ill., Feb. 11.—About 60% of oats still in farmers' hands, and of excellent quality; 90% of corn is yet to be handled, and practically all of it is sample grade. Bad weather and shortage of cars the causes of corn not being moved. If we could get cars 75% of the corn would be delivered, but many farmers are still looking for higher prices on oats. This we feel to be unwarranted.—Dawson Park Grain Co.

Bougard sta. (Fairfield p. o.), Ill.—Just shipped 8 cars of 1917 corn. We need cars for moving 100,000 bus. of corn. The bulk of it is grading sample, being poor in quality. Driveways of cribs are full of corn, making a solid mass of corn the full length of the cribs. Farmers, since it turned warm, are beginning to fear that this corn will spoil. Most of the oats moved. We are crying for cars to move the corn.—A. C. Kaiser.

Auburn, Ill., Feb. 20.—Think there are 80,000 bus. of sample grade corn in hands of farmers to go from this locality, and possibly as much oats. Believe this estimate to be low. This grain is now ready for market and the cars are all that is needed to put it there. Cars on C. & A. very scarce. We are at present closed down, with storage capacity all filled, and no cars to be had. Much of the corn still in the fields unhusked, but cannot do anything with it in the absence of cars. We have had only 8 cars since Feb 1 and have in the house now, ready for shipment, 30 carloads corn and oats. The Food Administration Grain Corporation is making every effort to assist, but even with this help results are not forthcoming.—Auburn Roller Mfg. Co.

Carmi, Ill., Feb. 20.—I handle grain at a number of stations on the Louisville and Nashville, the Big 4, and the B. & O. S-W. R-R. and I do not think there will be as much as a dozen more cars of wheat to ship out of all stations put together from now until the new wheat crop comes in. There is quite a lot of corn to move but we simply can not get any cars in which to move it. We are needing at least 15 cars per day for actual loading, and we are not getting one half dozen cars at all stations put together in a whole week, and some of our corn is actually rotting in the elevator for want of cars to move it out. The failure to get cars to load is all that is hindering the movement of our own grain, as we are anxious to ship same out as soon as we can possibly get the equipment to move it with.—Wm. C. Smith.

## Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	353,355,000	51,662,000	36,620,879	119,166,000	113,376,000
July 7.....	4,399,000	7,071,000	420,000	545,000	4,791,000	2,570,000
July 14.....	8,107,000	7,963,000	327,000	1,375,000	2,351,000	4,299,000
July 21.....	4,964,000	8,327,000	336,000	1,749,000	3,800,000	3,411,000
July 28.....	2,424,000	6,891,000	1,302,000	1,027,000	3,296,000	3,065,000
Aug. 4.....	4,757,000	7,032,000	333,000	1,353,000	3,684,000	3,331,000
Aug. 11.....	4,670,000	5,782,000	994,000	1,738,000	3,442,000	4,403,000
Aug. 18.....	4,224,000	5,813,000	572,000	1,428,000	1,914,000	4,180,000
Aug. 25.....	2,280,000	7,316,000	53,000	1,279,000	2,741,000	3,447,000
Sept. 1.....	2,799,000	7,679,000	529,000	1,622,000	3,722,000	2,357,000
Sept. 8.....	3,338,000	6,641,000	287,000	1,428,000	1,361,000	1,640,000
Sept. 15.....	3,903,000	7,235,000	1,066,000	863,000	4,890,000	2,744,000
Sept. 22.....	1,557,000	5,402,000	132,000	635,000	3,512,000	1,943,000
Sept. 29.....	2,340,000	7,760,000	172,000	606,000	2,682,000	917,000
Oct. 6.....	2,379,000	6,894,000	542,000	1,055,000	4,801,000	1,642,000
Oct. 13.....	4,293,000	6,314,000	247,000	1,226,000	6,398,000	2,025,000
Oct. 20.....	2,249,000	4,329,000	87,000	276,000	3,500,000	2,897,000
Oct. 27.....	2,533,000	4,478,000	27,000	917,000	2,497,000	1,782,000
Nov. 3.....	1,572,000	5,235,000	270,000	535,000	2,476,000	893,000
Nov. 10.....	2,982,000	4,481,000	628,000	991,000	2,560,000	1,241,000
Nov. 17.....	2,655,000	4,575,000	334,000	462,000	1,915,000	1,987,000
Nov. 24.....	3,359,000	5,208,000	59,000	303,000	2,092,000	2,187,000
Dec. 1.....	2,800,000	5,076,000	164,000	532,000	1,246,000	1,108,000
Dec. 8.....	4,294,000	5,339,000	137,000	250,000	1,804,000	2,080,000
Dec. 15.....	3,521,000	4,508,000	31,000	279,000	1,589,000	2,533,000
Dec. 22.....	4,546,000	2,939,000	229,000	119,000	2,237,000	1,094,000
Dec. 29.....	3,162,000	3,688,000	321,000	269,000	1,108,000	1,584,000
Jan. 5.....	2,191,000	6,064,000	177,000	580,000	1,966,000	1,492,000
Jan. 12.....	1,805,000	4,930,000	1,000	1,771,000	2,134,000	1,656,000
Jan. 19.....	2,109,000	4,891,000	175,000	1,091,000	1,728,000	3,222,000
Jan. 26.....	1,683,000	5,383,000	37,000	1,556,000	795,000	1,838,000
Feb. 2.....	1,568,000	5,511,000	10,000	881,000	1,708,000	1,960,000
Feb. 9.....	1,637,000	4,375,000	514,000	1,343,000	1,605,000	1,334,000
Feb. 16.....	950,000	4,753,000	353,000	1,712,000	1,350,000	2,705,000
Total .....	101,450,000	169,833,000	12,566,000	31,846,000	87,695,000	75,617,000



Oneida, Ill., Feb. 23.—We had 1 car of corn and 3 cars of oats stand on side track at this station 6 days before being moved. It is nearly impossible to get cars to fill contracts.—Farmers Elvtr. Co.

#### INDIANA.

Pence, Ind., Feb. 22.—Have 4/5 of the corn crop to move. Very little oats to market.—Stewart Elvtr. Co., Stewart.

Evansville, Ind., Feb. 20.—There will not be any grain shipped as all of it is consumed or ground locally. No cars needed.—J. L. Igleheart.

Bedford, Ind., Feb. 23.—There is no grain to be shipped out of this county. Grain must be shipped in for food and feed.—Lemon Mlg. Co.

Waterloo, Ind., Feb. 19.—I believe 20 cars of grain will cover shipments from this station up to harvest. Most of it is oats, of good quality.—D. L. Leas.

Eaton, Ind., Feb. 23.—No corn and no wheat remains in farmers hands. They still have a little rye, of good quality, and 1/5 of the oats crop remains to be marketed.—Eaton Grain Co.

Teft, Ind., Feb. 20.—We will ship very few cars of corn this year, and the wheat is all in. There is considerable quantity of oats to move, bad roads having kept them in farmers' hands.—G. T. Morrow.

Haubstadt, Ind., Feb. 19.—Very little grain in this territory to be moved. Wheat about all gone, corn practically all fed. No other grain shipped from here. No trouble getting cars now.—Ziliak & Schafer Mlg. Co.

Kentland, Ind.—Much corn is still in the fields and that which remains to be husked is in far better condition than the corn in the cribs. Cars have been so scarce that little corn has been shipped.—Wm. Simons.

Kendallville, Ind., Feb. 19.—We have not to exceed 5 cars each of wheat and oats to go from this station. Most of this is in farmers' hands. No corn to be shipped, and farmers are having to ship in corn for feeding.—Campbell & Co.

Martinsville, Ind., Feb. 19.—We usually ship 30,000 to 40,000 bus. of corn after this time of year, but do not think will ship over 10,000 to 15,000 bus. this year, and the quality is poor. No wheat or oats to ship out.—Branch Grain & Seed Co.

Cayuga, Ind., Feb. 19.—Fully 60% of corn in farmers' hands. This section not a big oats territory, but a large quantity of oats are on the farms. We are now getting all the cars we can use. Farmers anxious sellers of both corn and oats.—Cayuga Mlg. Co.

Morristown, Ind., Feb. 19.—About 200,000 bus. of corn to be shipped from this station as soon as it gets in condition. Very little wheat, and about 4,000 to 5,000 bus. of oats. Car situation is very bad. We have been ordering cars for oats for 3 weeks and have not got them yet.—Patten & Zike.

Buck Creek, Ind., Feb. 20.—About 75 per cent of the corn is still on hand, and the quality is very poor. My stations have not received one-fourth of the cars I could have used, and tho I have tried the government and all their zone agents up to date I have had no results.—Robert Alexander.

#### IOWA.

Clutier, Ia., Feb. 19.—Box cars are hard to get; and we can use 20 at this station.—A. Simonsen.

Luzerne, Ia., Feb. 22.—Very little oats or corn left. Corn mostly fed by farmers.—Luzerne Merc. Co., Geo. H. Lichtenberg, mgr.

Arnold, Ia., Feb. 20.—There is about 50,000 bus. of corn and 30,000 bus. of oats to be marketed. Car situation is better. Farmers are willing to dispose of the soft corn.—Arnold Grain Co.

Austinville, Ia., Feb. 22.—Not much corn to be shipped from here, most all of it having been fed. Cars were scarce during January, but have had enuf during February. May be 40% of oats to be moved yet.—W. G. Austin.

Blockton, Ia., Feb. 20.—A few cars of oats will be shipped from this station, but not much corn.—R. J. Carr Grain Co.

Granger, Ia., Feb. 20.—The grain at this station is fair and we have had very good service in getting cars.—J. C. Smith.

Coon Rapids, Ia., Feb. 11.—About 70% of the new corn to move yet and if we don't get cars it will rot.—Farmers Elvtr. Co., R. L. Wood, mgr.

Bailey, Ia., Feb. 20.—We have around 8,000 bus. of oats yet to be shipped. No barley left, and no saleable corn as it is all soft.—W. F. Jordan.

Lake Park, Ia., Feb. 13.—Most of the corn in this community is being fed instead of shipped. Very few cars for grain and elvtrs. nearly full.—Farmers Exchange.

Astor, Ia., Feb. 20.—No wheat or oats to be shipped from this station. Will have 1 more car of barley and probably 8,000 to 10,000 bus. of corn to ship.—O. A. Olson.

Blanchard, Ia., Feb. 20.—Wheat practically all gone. Ten percent of corn remains in farmers hands. Will grade about No. 4. Cars have been scarce.—Blanchard Mill & Elvtr. Co.

Scranton, Ia.—Cars are very scarce and we are unable to get the soft corn that is in the country to market. A lot of this corn will spoil unless it is handled this month.—Farmers Elvtr. Co.

Belle Plaine, Ia., Feb. 21.—Thirty per cent of oats crop, 50% of corn, and 30% of barley and no wheat remain to be shipped from this station. No trouble to get cars. Movement of grain to market will be slow from Mar. 1.—E. A. Tappan.

Bonaparte, Ia., Feb. 20.—About 20,000 bus. oats and 10,000 bus. corn remain to be shipped. Have on hand 8,000 or 10,000 bus. oats and 2,000 bus. corn. Can't get cars to move this grain. Get about 1 car per week, and would appreciate any help that will relieve the situation.—Hooper & Co.

Anamosa, Ia., Feb. 19.—Corn is of poor quality, and there is none to be shipped out, while some is being shipped in. Few oats will be shipped out, as farmers are holding most of them for summer feed. The same is true of barley.—Hale Grocery Co.

Terril, Ia., Feb. 22.—No corn shipped from this station, as that which was grown was of poor quality and it has practically all been fed. Oats movement slow at present. Believe not over 25% still to be marketed. Cars coming slowly.—Terril Grain Co.

Batavia, Ia., Feb. 20.—About 60% of corn in farmers' hands, and it is in bad condition. Not much of it will keep. Forty percent of oats in farmers' hands. Quality good. Will sell freely at present prices. No wheat back. Get cars now for corn and oats, but none for hay.—Walker & Peebles.

Indianola, Ia., Feb. 19.—Considerable oats and corn to go to market if cars could be obtained. Quality of corn fair, that of oats good. We have an average amount of each on hand. Farmers are not as much disposed to sell oats as corn, but they are very anxious to dispose of their surplus before March 1.—F. C. Sigler.

Kent, Ia., Feb. 23.—On account of low grade and damaged condition of corn, none of it is being marketed. Farmers are picking up all surplus corn for feed at higher prices than the market will justify, quality considered. Oats crop was of fine quality, and it is largely in the hands of farmers, and being used for feed.—Agt. Gault Bros.

Storm Lake, Ia., Feb. 19.—Most of the corn that has been marketed was corn that was outside, either on the ground or in open cribs, unless it was from a tenant who had to move before March 1. Quality has ranged from sample to an occasional car of No. 4. Most of it has been low grade and badly out of condition. More corn would have been marketed had cars been obtainable. It is our belief that lots of corn not marketed before the warm weather comes is likely to spoil and be worthless for feed of any kind.—E. W. Oates & Co.

Marcus, Ia., Feb. 21.—A large amount of corn and oats have been fed because farmers cannot get cars to ship hogs and cattle, so that feeding is consuming a lot of grain that should have gone to market. Oats about all gone from farmers hands. Elvtrs. full of corn waiting for cars. Farmers will not sell corn that has been sorted until the new crop shows up well in August.—The Edmonds-Londergan Co.

Blairsburg, Ia., Feb. 19.—Fifty percent of oats still in farmers' hands. The quality is equal to that of previous years. No corn has been shipped, and the quality of this grain is poor, it being about 50% of ordinary. The complete breakdown of transportation will bring heavy losses to farmers in the loss of low grade corn and the inability to market live stock. The net result will be a 50% decrease in feeding operations.—Jaycox Bros.

#### KANSAS.

Hays, Kan., Feb. 9.—Practically all grain in this territory has been marketed.—W. J. Madden.

Kensington, Kan., Feb. 11.—We did not grow a crop of any kind last year, and for that reason we are not in need of cars.—H. Westerman.

Alexander, Kan., Feb. 9.—Nothing being shipped from this station. We had no crop last year and grain and feed of all kinds are being shipped in.—Ryan Lumbar Co.

Atlanta, Kan., Feb. 15.—There is no grain to be shipped from this station. Several cars of oats and corn have been shipped in and there is not nearly enuf corn for seed.—C. H. Peterson.

Bluff City, Kan., Feb. 9.—Just a little more wheat of excellent quality to be shipped. It will probably be about 6,000 bus. and we are now having no difficulty to get it to market.—Emmett Berry.

Ashland, Kan., Feb. 15.—There will be 2 cars of kafir and 1 car of maize, and no wheat, to ship from this station this season. The box car supply is adequate. We need seed corn and cane.—Wallingford Bros.

Augusta, Kan., Feb. 18.—About 2 or 3 cars of wheat remain from the crop of 1917, the remainder already having been moved. We are shipping in oats, corn and mill feed on account of the drouth of last year.—J. J. Mannion.

Kingman, Kan., Feb. 11.—About 12% to 15% of wheat still in farmers' hands. Bad roads have hindered the movement somewhat. No corn or oats to ship out. Have plenty of cars for present requirements.—Independent Mlg. Co.

Clay Center, Kan., Feb. 16.—No wheat will be shipped from this station, and the movement of oats will be light from now on. Probably not over 5 or 6 cars per month. Corn movement probably would be 25 to 30 cars per month for February and March if the car supply were adequate. The real soft corn is all being fed on the farms, and most of that which is marketed will grade No. 3. No other grains at this station.—The Snell Mill & Grain Co.

#### MISSOURI.

Boynnton, Mo., Feb. 20.—A few more cars of ear corn and oats will be shipped.—Wm. Stutler.

Bonnotts Mill, Mo., Feb. 19.—Six to 8 cars of wheat and 7 to 9 cars of corn will be shipped from this station. Corn is soft.—Meyer Morfeld Mlg. Co.

Bethany, Mo., Feb. 19.—About 60 per cent of the oats and corn shipped out. Cars hard to get. Most of the corn will grade No. 4 now.—Bethany M. & E. Co.

Smithton, Mo., Feb. 20.—There is about 2,500 bus. of wheat left in this community. No corn or oats to be shipped. No cars needed at present.—Goode & Harri-man.

Archie, Mo., Feb. 20.—Wheat about all gone. Corn all about No. 4 and fair in quality, but high moisture test. Oats good. We have over 50% of the crop on hand and cars are very scarce.—A. A. Marshall & Son.



Barnett, Mo., Feb. 20.—About 2 cars of 58-lb. wheat, 1 car of No. 3 oats, and no corn to ship.—Barnett Elvtr. Co.

Aldrich, Mo., Feb. 20.—Our car record shows 5 cars ordered for snapped corn, 3 for oats and 2 for hay. We have quite a lot of oats and corn, both of fair quality. Have had only 2 cars furnished since Dec. 31, 1917.—Aldrich Lbr. & Grain Co.

Laclede, Mo.—Corn in this section of the state is more or less soft and it is not grading better than No. 4 or No. 5. Lots of corn in the farmers' hands, but owing to the scarcity of cars it will take 6 months to move it out.—O. A. Talbott & Co., C. B. Talbott.

Arbela, Mo., Feb. 21.—Five thousand bus. of No. 2 mixed oats remain to be marketed. Scarcity of cars has held shipments back. About the same quantity of corn in the country, and this will move when cars are available.—A. J. Robinson.

Holden, Mo., Feb. 19.—Fifty thousand bus. of corn, oats and wheat remain in this territory for shipment. We are unable to get cars fast enuf to move the grain as it is delivered. Fear of a lower price being fixed by the Food Administration has had much to do with the free selling of corn.—Holden Mfg. & Elvtr. Co.

Berger, Mo., Feb. 20.—We estimate that 3 to 5 cars of wheat, 8 to 10 cars of corn, and no oats or rye remain to be marketed from this station during the next 3 months. Twenty-five cars will be needed in that time to move our surplus of farm products, including hay and straw. About 3,000 bus. of grain will be used for seeding purposes this spring.—J. E. Stock.

## NEBRASKA.

Lincoln, Neb., Feb. 20.—About 10 days ago the car situation improved considerably and for a week or more cars seemed plentiful. The past few days, however, they seem to be scarcer and shippers complain of not getting enuf cars for their immediate needs. Our estimate of the Nebraska corn still to be marketed would be 75%.—Paul & Morris, C. C. Morris.

Lincoln, Neb., Feb. 22.—A very large amount of corn back in the farmers hands on account of cars not coming freely enuf. We should say this is about 65% of the crop, and it is in bad condition and will not keep, unless on the ear and well sorted, when warm weather comes. A very serious situation at this time, and reports of cars are all we get.—Wilsey Grain Co.

## NEW YORK.

Saratoga Springs, N. Y., Feb. 14.—No oats are in our elvtrs. and none are in sight, altho bot. Feed generally very scarce.—T. S. Eggleston.

## OKLAHOMA.

Antlers, Okla., Feb. 12.—Oats pretty well sold out. About 35% of the corn in the country.—James L. Admire.

Alex, Okla., Feb. 11.—No grain was shipped from this station this season on account of complete crop failure. We are having to ship in all kinds of feed for farmers to start another crop.—Alex Mill & Elvtr. Co.

## Dust Explosion Investigation.

A conference of chiefs of divisions carrying on the investigation of causes of grain dust explosions was held at the offices of the U. S. Buro of Chemistry, Transportation Building, Chicago, Feb. 18, with a view to more fully organizing and expediting the work. The meeting was called by D. J. Price, engineer in charge. All chiefs of divisions were present except C. C. Ruth, of the Pacific Coast Division, Portland, Ore.

The attendance included: Eastern Division—L. F. Harmen, New York; Central Division—B. W. Dedrick, Chicago; Northwestern Division—C. H. Bailey, Minneapolis; Southwestern Division—L. A. Fitz, Manhattan, Kan.; Gulf States Division—J. D. Morgan, New Orleans.

## Proclamation on Price of 1918 Wheat.

The \$2 wheat price guaranteed by Congress for wheat of the 1918 crop, it was expressly stated in the law, would be effective in the absence of any action by the President, and it was impossible therefore for the President to fix a price lower than he did in his proclamation of Feb. 23 at four of the interior points.

All prices above \$2, ranging to \$2.28 at New York, are an addition to the price authorized by Congress, and are made by the President on his own judgment as authorized by Congress.

The legal basis of the new price is entirely different from the basis of the prices set by the Garfield com'te and used by the Food Administration Grain Corporation. The Garfield price and the former proclamation of the President applied only to wheat bought by the government and did not obligate the government to accept any wheat offered. On the other hand, the new proclamation of Feb. 23 binds the government to take all wheat of the 1918 crop offered at the fixed price.

The new prices are in no sense a maximum. There is no penalty provided for paying a farmer or grain dealer more than the price guaranteed. Millers, however, who have signed the agreement with the Grain Corporation not to pay more than the price set by the Corporation, of course would lose whatever privileges they enjoy if they violate the mandate of the Corporation.

The grain dealer is not recognized by the proclamation, tho he may be in the regulations which "may hereafter be promulgated." The guaranty is only to the producer, but the proclamation will cover wheat offered before June 1, 1919, to any agent or employee of the United States, "or other person" as may be hereafter designated. Right here is the golden opportunity for the grain dealers to do something for themselves as well as to co-operate with the Administration. An efficient handling of the wheat crop should employ the existing facilities of the country and terminal elevator operators on a basis that will pay the cost of operation, and the Administration at Washington probably will accept any definite plan which may be offered by the organized grain trade.

## Proclamation by the President.

Now, therefore, I, Woodrow Wilson, President of the United States, by virtue of the powers conferred upon me by said Act of Congress, and especially by Section 14 thereof, do hereby find that an emergency exists requiring stimulating of the production of wheat and that it is essential that the producers of wheat produced within the United States shall have the benefits of the guaranty provided for in said section; and, in order to make effective the guaranty by congress for the crop of 1918 and to assure such producers a reasonable profit, I do hereby determine and fix and give public notice of reasonable guaranteed prices for No. 1 northern spring wheat and its equivalent at the respective principal primary markets as follows, to wit:

Chicago	2.20
Omaha	2.35
Kansas City	2.15
St. Louis	2.18
Minneapolis	2.17
Duluth	2.17
New York	2.28
Philadelphia	2.27
Baltimore	2.27
Newport News	2.27
Charleston	2.27
Savannah	2.27
Portland	2.61
Seattle	2.05
San Francisco	2.10
Los Angeles	2.10
Galveston	2.20
New Orleans	2.20
Salt Lake City	2.00

Great Falls	2.00
Spokane	2.00
Pocatello, Ida.	2.00
Fort Worth	2.09
Oklahoma City	2.05
Wichita, Kans.	2.08

The guaranteed price for other grades established under the United States grain standards act not approved Aug. 11, 1916, will be based on said price for No. 1 northern spring wheat at the respective principal primary markets.

The United States will assure the producers of wheat produced within the United States a reasonable profit; the guaranteed prices in the principal primary markets above mentioned being fixed by adopting No. 1 northern spring wheat, or its equivalents at the principal interior markets, as the basis.

For the purposes of such guarantee only, I hereby fix the guaranteed prices at the respective principal primary markets for the following grades of wheat—to wit: No. 1 northern spring, No. 1 hard winter, No. 1 red winter, No. 1 durum, No. 1 hard white. The guaranteed prices at the respective principal primary markets aforesaid of all other grades of wheat established under the United States grain standards act approved Aug. 11, 1916, shall be based on the above guaranteed prices and bear just relation thereto.

The sums thus determined and fixed are guaranteed by the government of the United States at the respective principal primary markets of the United States above mentioned, to every producer of wheat of an grade so established under the United States grain standards act, upon the condition that said wheat is harvested in the United States during the year 1918, and offered for sale before the first day of June, 1919, to such agent or employee of the United States, or other person as may be hereafter designated, at any one of the above mentioned cities, which are, for the purposes of this act, hereby declared to be the principal primary-markets of the United States, and provided that such producer complies with all regulations which may be hereafter promulgated in regard to said guaranty by the President of the United States.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be fixed.

Done in the District of Columbia, Feb. 21, 1918.

WOODROW WILSON.

## Grading Immature and Blistered Corn.

At the present time, due primarily to the exceedingly high moisture content of the past corn crop, considerable difficulty is being experienced as to whether corn should be properly graded No. 6 from the standpoint of "immature" and "blistered" corn, which the standards provide No. 6 corn may include.

The Department believes that, in order to be considered as coming under the classification "immature" and "badly blistered," corn should weigh 47 pounds or less per bushel. Accordingly, immature and blistered corn weighing 47 pounds or less per bushel would be graded No. 6, or sample, as the case may be. It is the further opinion of the Department that any lot of light-weight corn which weighs more than 47 pounds per bushel and contains corn which is immature or blistered will ordinarily grade No. 5 because of the inherent characteristics of such corn.

For the sake of uniformity, this interpretation should be given to the standards by all those who have to do with the application thereof.—Chas. J. Brand, chief Buro of Markets.

To AVOID DUPLICATION in reports of licensed elevator operators D. F. Piazzek, agent of the Food Administration at Kansas City, suggests that mills and grain dealers who ship in as well as buy from farmers locally make a separate report on grain shipped in, and mark it "secondary." All reports not marked secondary will be considered as covering grain received from farmers.



# Computing War and Income Taxes

That great mystery known as "War Excess Profits Tax" in part is made plain by the interpretations given in regulations No. 41, issued Feb. 4, by Daniel C. Roper, Commissioner of Internal Revenue. Rules given are presumed to provide for all possible contingencies. An effort here is made to apply them to the business of a grain dealer and in this case many ordinary and a few unusual questions of profits accounting and reporting are involved.

March 1, 1913, J. I. Casey took over his new concrete elevator the total cost of which was \$21,380.70. In financing the business he secured a loan of \$6,000 from the local bank at 6%. At the end of his business year, March 1, 1918, his books will show;

Original cost of elevator.....\$14,964.63  
Original cost of lot.....1,675.00  
Power plant and equipment.....4,741.07

Total cost .....\$21,380.70

A transcript of his books is here given:

Repairs on buildings .....	\$ 185.70
Repairs on equipment .....	236.20
New equipment (attrition mills)...	967.30
New office building .....	987.23
Interest on bank loan .....	360.00
Interest paid on advances .....	76.34
Interest paid on money borrowed..	134.19
Salary of owner .....	2,000.00
Supplies, oil, gasoline, fuel, etc....	324.97
Telephone and telegraph .....	86.29
Wages .....	534.80
Stamps, stationery, office supplies.	93.28
Taxes, state and municipal .....	342.71
Special assessments .....	32.49
Contributions:	
Red Cross .....	\$75.00
Y. M. C. A. ....	50.00
Baseball team .....	12.00
For Bill .....	15.00
Church .....	60.00
Other donations .....	32.85
Wheat account, loss .....	244.85
Profits on grain handled .....	432.64
Hedging sales, profit .....	17,693.96
Grinding feed, profit .....	629.17
Interest on bank deposit .....	893.28
Rent for part of lot .....	98.13
Dividends on bank stock .....	120.00
Claims paid by railroads .....	200.00
Claims refused payment .....	234.56
Claims outstanding .....	432.65
Losses from bad accounts .....	1,500.76
	345.87

On the facts shown and the further facts which must be taken into account this operator must determine his profits, net, which are subject to the several tax assessments imposed by the laws now in force.

It is well to reassemble the items into several necessary classifications which are: "Invested Capital," income and expense. It should be borne in mind that these items will not appear, in all probability, in just this form on his books, but represent the things that should be taken into account, with other things of a nature that need not be considered in reporting under the provisions of existing income tax laws.

**Invested Capital:** Determination of invested capital is the foundation of the whole basis of figuring excess profits tax. Allowances (deductions) must be made from the original investment to cover depletion, depreciation and obsolescence. Depletion refers to coal or minerals, mined or to timber cut, depreciation to deterioration of all operating facilities and buildings, and obsolescence to equipment which is discarded for better types. A piece of machinery may be in first class condition but valuable only as junk because it has been replaced with a much better machine.

An addition to "invested capital" account, to cover appreciation in value of tangible property is not permissible, except "Tangible property paid in for stock or shares prior to Jan. 1, 1914, must be valued at either (a) the actual cash value of such property on Jan. 1, 1914, or (b) the par value of the stock or shares specifically issued therefor, whichever is lower." On these terms only can an allowance be made for appreciation.

The transcript of Mr. Casey's books discloses three other items which must be taken into account. The attrition mill was completed and paid for June 1, the new office Sept. 1. Money invested in the mill was in use nine months, that in the office six months. This part of the "Invested Capital" must be averaged. An investment of \$967.30 for nine months is equal to an investment of three-fourths of that amount for twelve months, or \$725.47; an investment of \$987.23 for six months is equal to the investment of half of that sum for twelve months, or \$493.61 for the year. Bringing these items together gives the following:

Invested in real estate and im-	
provements .....	\$21,380.70
Invested in attrition mill .....	725.47
Invested in new office .....	493.61
Total .....	\$22,599.78

Of this investment \$6,000 is made up of a loan by the bank, on which interest is paid, the interest being a deduction from earnings. This must be deducted from total shown, thus reducing the "Invested Capital" to \$16,599.78.

Two others items of interest paid are contained in the statement, but as deductions will be claimed for them, no claim can be made for an increase in invested capital. In addition to the investment shown, Mr. Casey uses \$10,000 working capital to finance purchases of grain, making his total "Invested Capital" \$26,599.75.

**Income and Expense Statement:** In arriving at net income it is well to write out a modified profit and loss statement which must be prepared on a basis that violates some of the accepted rules of accounting. "Loss" is employed in the sense of outlay, "Profit" in the sense of gain as defined by the revenue laws:

Income Expense.	
Repairs on buildings .....	\$ 185.70
Repairs on equipment .....	236.20
Interest on bank loan .....	360.00
Interest on advances .....	76.34
Int. on money borrowed .....	134.19
Salary to owner .....	2,000.00
Supplies, oil, etc. ....	324.97
Telephone and telegraph .....	86.29
Wages .....	534.80
Stamps, stationery, etc. ....	93.28
Taxes, state & municipal .....	342.71
Donations:	
Red Cross .....	75.00
Y. M. C. A. ....	50.00
Baseball team .....	12.00
For Bill .....	15.00
Church .....	60.00
Other donations .....	32.85
Loss on wheat account .....	432.64
Profits, grain accounts ..	17,693.96
Hedging sales (net) ....	629.17
Grinding feed .....	893.28
Interest on bank deposit .....	98.13
Rent of part of lot .....	120.00
Claims paid by railroads ..	234.56
Losses on bad accounts ..	345.87
Totals .....	\$19,504.39

\$5,337.99

It will be noted that no attention is now given to dividend income or claims outstanding and claims refused by railroads. The first is not to be taken into account in computing excess profits tax, the two items last mentioned are wholly speculative and claims of this character should figure in tax statement only when paid. The refusal by a railroad to pay a claim will not affect the showing of earnings disclosed by the books.

Another item is special assessments for public improvements. This is not allowed as a deduction or item of expense but is rated an improvement, and therefore should be added to investment account.

Total income .....	\$19,504.39
Less expenses .....	5,337.99

Net profits .....	\$14,166.40
Total invested capital .....	\$26,599.78
Special assessment .....	32.49

Total .....\$26,632.27

**Deductions.** Earnings during the prewar period (1911 to 1913 inclusive) on the business then conducted were in excess of 10 per cent, which gives an allowance of 9% on the capital invested, as a deduction. On the capital shown this would be:

Interest on invested capital .....	\$2,396.90
*Exempt from excess profits tax..	6,000.00
Total .....	\$8,396.90

\*This deduction is for a business owned by an individual or partnership.

Net earnings .....	\$14,166.40
Deductions .....	8,396.90

Subject to excess profits .....\$ 5,769.50

**Excess Profits Tax Rate.** Earnings at 15% or less, are subject to a tax of 20%; provided such earnings exceed the deductions allowed;

Earnings in excess of 15% but not in excess of 20% are subject to a tax of 25%;

Earnings in excess of 20% but not in excess of 25% are subject to a tax of 35%;

Earnings in excess of 25% but not in excess of 33%, are subject to a tax of 45%;

Earnings in excess of 33% are subject to a tax of 60%.

Where an income is subject to this tax and the deductions exceed the earnings at any of the rates prescribed, the tax on earnings at such rates are disregarded and the next higher rates applies. This application presently will be disclosed.

The law provides for a tax of 20% (as shown by the rates quoted) on all that portion of the earnings at 15% or less which exceed the deductions.

15% of \$26,632.27 is \$3,994.84, which is less than the deduction claimed so no part of this income is taxable at the 20% rate.

20% of \$26,632.27 is \$5,326.45, which also is less than the deduction claimed, so no part of this income is taxable at the 25% rate.

25% of \$26,632.27 is \$6,658.07, which is \$888.57 in excess of the deductions and is taxable at the 35% rate.

33% of \$26,632.27 is \$8,788.65 which includes all of the remaining portion of the income subject to the excess profits tax, \$4,880.93, which is taxable at the 45% rate.

No portion of this income is taxable at the 60% rate.

<b>Excess Profits Tax.</b>	Amount tax.
\$888.57 at 35% .....	\$ 311.00
\$4,880.93 at 45% .....	2,196.42

Total excess profits tax .....\$2,507.42



**Where the Capital Is Large.** Had the investment been \$100,000, the prewar earnings at the rate of 8%, total earnings \$37,183.92, net earnings, after taking off expenses, earnings at the prewar rate and specific deduction, \$20,000 (the round sum being convenience in making the calculation) the tax would be applied in this way:

Deductions allowed would be say 8% on capital, \$8,000, and \$6,000 specific deduction, making a total of \$14,000. The amount of the net income taxable at each rate will be,

In excess of the deduction but not in excess of 15% of the capital, \$1,000, rate 20%—\$200.

In excess of 15% of the capital but not in excess of 20% thereof, \$5,000, rate 25%—\$1,250.

In excess of 20% of the capital but not in excess of 25% thereof, \$5,000, rate 35%—\$1,750.

In excess of 25% of the capital but not in excess of 33% thereof, \$8,000, rate 45%—\$3,600.

In excess of 33% of the capital, \$1,000, rate 60%—\$600.

The tax would then be computed as follows:

20% of \$1,000 .....	\$ 200.00
25% of 5,000 .....	1,250.00
35% of 5,000 .....	1,750.00
45% of 8,000 .....	3,600.00
60% of 1,000 .....	600.00

Total tax to be paid .....\$7,400.00

This application shows the operator with a small investment paid at the rate of 43.5% on his excess profits or 9.4% on the "Invested Capital," while the operator with a larger investment pays at a lower rate, in this case being the rate of 37% of excess profits or 7.4% on capital.

**Fiscal Years.** That seems to be complete, but one important fact has been overlooked, purposely in this case. J. I. Casey closes his books Feb. 28, of each year. His returns as above made do not include the profits made during January and February, 1917, on which he must pay taxes at the rates prescribed in the act of Oct. 3, 1917, both with respect to excess profits and normal and war income tax. All things being equal one-sixth of his profits for the preceding fiscal year should be reported, in addition to the return made as here indicated.

**More on Invested Capital.** Transcript of the books does not disclose entries under the titles, "Accounts Payable," "Notes Payable," "Accounts Receivable," "Notes Receivable," "Stock on Hand," "Goods in Transit," or incomplete transactions otherwise designated. These matters are of less importance in the grain trade than in any other line of business, for grain is cash.

"Stock on Hand" probably would be the most important item to a grain dealer. This stock in all probability will represent the employment of part of the working capital and it cannot be counted twice, once as working capital and again as Stock on Hand.

Probably a balance of Notes and Accounts Receivable and Payable against each other is as good a way as any other to handle this part of the report. Care should be taken to give items receivable a fair valuation.

Obligations to pay money are not part of the capital, and if deduction is claimed for interest paid thereon, then the amount

on which interest is paid and deducted, must be subtracted from "Invested Capital."

"Notes and Accounts" receivable are a part of the "Invested Capital," but may, of course, be the employment of working capital.

## Applying the Income Tax.

The foregoing disposes of the Excess Profits Tax. The example given does not cover all points that may develop, for all phases of the grain business cannot be embraced in one example nor is it possible here to reproduce or comment on all the provisions of Regulations No. 41.

Excess profits tax shall be deducted before applying the income taxes.

This business is owned by an individual, therefore his total income must be computed before applying the income tax schedules. Going back to his books it will be noted that salary was put in as an item of expense, and no attention was paid to dividends on stocks held. These portions of his income are subject to tax and must be included. The items are:

Net profits .....	\$11,166.40
Salary .....	2,000.00
Dividends .....	200.00

Total income .....	\$16,366.40
Less excess profits tax .....	2,507.42

Net income to be taxed.....\$13,858.98

**Income Tax Exemptions.** Two income taxes must be paid and on an income of this character the "additional or surtax" is imposed under the law of Oct. 3, 1917.

This owner is the head of a family with three dependent minor children, and is entitled to an exemption of \$2,000, as head of a family, and to \$200 additional for each child, total \$2,600, leaving an income taxable at the rates prescribed by the act of Oct. 3, 1917, of \$11,258.98.

Exemption under the act of Sept. 8, 1916, is \$4,000 for the head of a family and \$200 for each dependent minor child, total \$4,600, leaving an income of \$8,658.98 taxable at 2%

On the foregoing amounts the taxpayer must pay taxes at the rate prescribed in the two acts. The calculations are made in the order in which the deductions have been given, and follow:

Act of Oct. 3, 1917:	Amount of tax.
\$2,500, exempt .....	
\$11,258.98 at 2%, normal war tax, \$ .....	225.18
\$5,000 to \$7,500, of income, \$2,500, taxable at rate of 1% .....	25.00
\$7,500 to \$10,000 of income, \$2,500, taxable at rate of 2% .....	50.00
\$1,258.98, balance of income, taxable at rate of 3% .....	37.77
Total .....	\$ 337.95

Act of Sept. 8, 1916:	
\$1,600, exempt .....	
\$8,658.98, at 2% .....	\$ 173.18

Total income tax .....	\$ 511.13
Excess profits tax .....	2,507.42

Total taxes .....

**For Corporations.** Deductions for corporations are, earnings on invested capital (to be determined in substantially the same manner as that employed in a business owned by an individual or partnership) at the prewar rate, but not less than 7% or more than 9%, and the specific deduction of \$3,000.

Provision of the law take diverse conditions and circumstances into account, full details of which cannot be given.

**Things to Remember.** Reports on excess profits must be filed on or before April 1, 1918.

Any one is engaged in a trade or business, though not followed continuously, who makes a business of it. A man serving as president of an elevator company and president of a bank, is engaged in the officer business, in the view of the law, and his earnings, if more than \$6,000, are subject to the excess profits tax, at 8%.

Gains and profits arising from incidental, isolated or infrequent transactions, altho entered into for profit, are not subject to the excess profits tax, nor is the income from property arising from ownership unless management of such investments constitute a business.

If invested capital cannot be determined satisfactorily, the investment may be computed on the basis of average amount invested by other operators engaged in the same business, employing the method prescribed which is to invert the calculation.

If claim is made for allowance of interest on money borrowed, the sum covered by such interest payment cannot be figured as "invested capital," and a further claim made for allowance of earning on such capital at the prewar rate.

Individuals and partners may include salaries for themselves as part of the cost of doing business, before reporting net income, but if such allowances are claimed they also must be deducted from earnings when figuring profits of the prewar period.

Surplus and profits of 1917 and thereafter must be invested in the business or distributed. Surplus earned prior to 1917, unless invested in securities not subject to the excess profits tax, will be held to be employed in the business and may be included as invested capital.

A statement showing earning during the prewar period will not be required if a taxpayer accepts the minimum percentage of earnings, 7%, as the basis for computing deductions on invested capital.

An individual may include as invested capital profits earned during the taxable year, which will be deemed to have arisen ratably throughout the year and may be averaged monthly over the year, but this rule may not be employed by corporations.

A COMMON WASP of England is said to feed upon and damage the heads of wheat in that country.

PRICES of soft coal were again advanced by the Fuel Administrator at Maryland and Virginia mines from \$2.00 to \$2.40 for run of mine; \$2.65 for prepared sizes, and from \$1.75 to \$2.15 for slack. Why not advance the price of wheat for the farmer who buys coal for threshing?

AN AGREEMENT has been entered into between manufacturers of binder twine and the Food Administration whereby the binder twine output of the country will be administered by the Food Administration. Prices will be stabilized, undue advances prevented, waste eliminated and speculation and hoarding will be done away with, giving the twine to the consumer at the lowest possible price. Henry Wolfer, former warden of the Minnesota state penitentiary where the largest binder twine factory of the world is located, will have charge of the work for the Food Administration.



### War Affecting the Grain Trade.

NEW WHEAT crop of New Zealand will be purchased in its entirety by the government at \$1.41 f. o. b. in sacks at the nearest port.

GEORGE S. BRIDGE, of Chicago, has been appointed chief of the forage division, quartermaster general's office, with headquarters in Chicago.

GERMANY has bot large quantities of grain in Argentina says H. Gray Jones of Buenos Aires, but will experience trouble in making shipments.

CANADA will not draft men for farm work, but will register and inventory the man power of the country. Coolie labor may be imported for work on the farms.

SWEDEN will continue in force until June 30, 1918, the decree that cereals, pork, butter, cheese, lard and potato drying machines may be imported free of duty.

CANADIANS used 9 bus. of wheat per capita in 1917, reports the Canadian food controller, which he deems excessive, stating that most of the excess had been fed to live stock.

PINTO BEANS of New Mexico, Colorado, Wyoming, Kansas and Nebraska will be bought by the Food Administration, 8 cents a pound to be paid for the entire crop of 1917.

ENGLAND's wheat supply at the close of last year was 8,400,000 bus. in excess of the supply at the close of 1916, said Chancellor Bonar Law, Feb. 13, in the House of Commons.

NO MORE farmers will be drafted until spring planting has been finished. Farmers are appealing for aid, claiming production will decrease 25 per cent or more unless relief is furnished.

MILWAUKEE maltsters are using their equipment to dry corn. This use adds materially to the drying capacity of the market, reported in November, 1917, to be 164,500 bus. in 24 hours.

MILLERS everywhere are receiving orders from the milling division of the Food Administration to stop grinding and ship their wheat to other millers who have not ground their season's allotment.

ALL SURPLUS GRAIN in Ukraine at the end of July will be exported to the Central powers, the latter to provide military aid to preserve the grain under the provisions in the treaty recently signed.

OFFICERS and members of the Milwaukee Chamber of Commerce are pledging their loyalty and offering themselves to Uncle Sam for such service as they may be required to perform as patriotic citizens.

BREWERIES are said to have on hand a six month's supply of malt and can continue brewing despite the order directing them to discontinue purchasing barley. Corn and rice may be used when the present malt supply has been exhausted.

MALTSTERS have been forbidden to purchase barley and other grain for malting, the order going forward by telegraph from the Food Administration. Detailed rules governing the purchase and holding of grain by maltsters will be issued shortly.

FOOD CONTROL in Canada will be handled by a com'te of three instead of a dictator. Wholesale and retail food dealers are to be licensed and an endeavor will be made to revolutionize the delivery system, also, to handle foodstuffs in bulk.

OF THE 53,806,000 bags of wheat in the 1915-16 pool, 7,261,000 bags are still in the Commonwealth; and of the 46,716,000 bags in the 1916-17 pool 40,057,000 bags are stacked or stored in Australia.

A CARGO of grain, destined for France, went down when the British steamship Miguel de Larrinaga met disaster caused by the shifting of the cargo during a storm. The vessel carried 5,900 tons of grain, which was lost with ten of the officers and crew.

AT A RECENT meeting of western corn millers the Food Administration was asked to establish a fixed differential between the price of white corn meal and yellow and mixed corn meal. Millers were urged to offer the yellow or mixed meal and to urge its use.

THE PLAINFIELD GRAIN Co., Plainfield, Ill., sold a carload of flour in small lots to its former stockholders without requiring them to take an equal weight of cereals, and jealous rivals called the violation of the rule to the attention of the food administration.

RICE PRICES are to be lower, predicts the Food Administration. This conclusion is based on a reported surplus of 1,457,498 bags after the 1,000,000 bags purchased for export had been deducted. The surplus is about 150,000,000 lbs. which is claimed to be ample for domestic requirements.

WHEAT exported from Argentina must pay a tax of 15 per cent on the value in excess of \$10.25 per quintal of 220.5 lbs.; oats on excess over \$6.66, linseed on excess over \$14.25, maize on excess over \$6.28, flour on excess over \$17.43, but in the case of flour the tax rate is 6 per cent. Rate of taxation will be fixed monthly. A 12 per cent rate was established by the Chamber of Deputies which was raised to 15 per cent by the Senate.

A GRAIN DEALER of Salina, Kan., bought 2,000 bus. of wheat at \$2.60 per bu. before the price was fixed and now declares he will let it rot before he sells it for less than cost. Specific charges of hoarding and operating without a license have been preferred. Another Kansas dealer is charged with making incomplete reports and of refusing to ship to a mill when ordered by the Food Administration. Evidence has been taken in both cases and forwarded to Washington.

MUCH PRODUCE must be left in America for want of ships. In eastern Canada alone are 150,000 barrels of apples usually marketed in England, but for which ships have been refused. Andrew Bonar Law stated in the House of Commons Feb. 13 that the combined construction of ships in England and the United States during 1917 had been 2,064,679 tons, and the sinkings, by submarines, 6,000,000 tons. The outlook for 1918 is more hopeful. It is not expected that the ship shortage will reach such a pass that wheat and meat must be left in America.

FEW PEOPLE have yet grasped the fundamental fact that Great Britain still relies on the United States and Canada for 65 per cent of her essential foodstuffs. Unless we can get this food, or nearly all of it, we shall peter out. It is lucky for us that a man like Mr. Hoover is at the helm on the allies' food supply and that behind him is a people willing to deny themselves so we may live to fight. —Sir William Goode, liaison food officer between England and the United States, in an address before the London Rotary Club.

### Moving the Corn Crop.

Corn handlers who have striven earnestly for months to obtain cars in which to move the damp corn are still demanding cars and a few are forthcoming, but still many more are greatly needed as is clearly indicated by the many reports in our dept., "Grain Movement."

Many grain dealers have written and wired to Washington officials when the railroad officials failed to give them the needed cars, and some have gone to plead with the Director General of Railroads. One Chicago dealer supplemented his call on Mr. McAdoo with the following forceful arguments:

Washington, D. C., Feb. 15, 1918.  
Hon. William G. McAdoo, Director General of Railroads, Washington, D. C.

Dear Sir: Except in the most southern of our states, such as Texas, where the grain crops are subject to serious damage by weevil if not disposed of within a reasonably short time after harvest, grain is practically imperishable. (Corn of the crop of 1917 is a conspicuous exception because, due to the extraordinary climatic condition of last season, its moisture content averages higher than has ever been known.) Consequently grain can be moved without fear of much loss from depreciation at any time during the twelve months period that extends from harvest to harvest and the railroads have been inclined to take an attitude towards its transportation about as follows:

"The farmers will continue to raise grain anyway. There is nothing we need do to stimulate its production, as the price obtainable for it is really the only effective stimulus, so that we may as well move this grain for the most part only at times most favorable for us. If we do not, on the contrary, furnish the manufacturers with cars they will not be able to run as full time as they otherwise would and we will lose that tonnage forever."

This is literally true in many cases for the demand for many manufactured articles is equal to the full possible output of the factory. It is, of course, a very selfish, though perhaps a very natural point of view, but there is serious objection to it from the standpoint of public needs and welfare and it does not work out in the end to the profit of the carrier for several reasons. It often happens that because of a lack of sufficient transportation early in the crop year large sections of the country become so short of supplies that the railroads are compelled suddenly to furnish cars to bring in necessary supplies at most inopportune times when other traffic could much better be handled and when congestion is often the result.

While rates on grain are low they are not comparatively so, if one uses the per carload earnings as a basis for computation, because cars are almost invariably loaded to full capacity with grain. Grain, however, is a heavy commodity and, in order to secure the maximum efficiency of railroad equipment, should be moved in largest volume before the season of cold weather and snow sets in, during which period locomotive efficiency is very low.

The public is seriously injured by this policy toward the transportation of grain, which is a prime feature of the entire food situation, because it entirely upsets, when cars are not sufficiently plentiful to supply all demands, the entire distribution system of the grain business and often forces prices to unnecessarily high levels. Scarcity of transportation is almost as much of a factor in creating high prices as is scarcity of the grain itself.

You have seen a very recent concrete example of the truth of this statement. With an immense surplus quantity of oats on the farms and with practically every farmer in the corn producing sections seeking to market his corn, prices for both have been mounting steadily and are not even yet beginning to show the effect of the greatly increased supply of grain cars due to the activity of your administration, but which will act with telling effect as soon as the immediate serious needs are supplied.

You have heard, no doubt, a lot about excessive profits secured this winter by grain dealers, and many of these reports doubtless are true, for with the producer on one hand anxious to sell and the consumer on the other anxious to buy, the dealer who may have been so fortunate as to secure a few cars is in position to exact



a very large profit. For what? Not for his services, which might under ordinary conditions command a price of a couple of cents per bushel, but for the transportation which he was able to command and which he literally was able to sell at a considerable premium for himself. You have recently been told very truthfully of many cases where country grain dealers, in order to be able to do any business at all have been forced to the extraordinary expedient of having to buy cars (second-hand equipment) in order to convey their purchases to market and have found it profitable to do so though they paid from \$600 to \$1,000 each for the cars, about 40 having been purchased for them by one party alone.

This is not a new condition, though more exaggerated of late, but has been the case for too many seasons in the past when the railroads were in the independent position of having a choice of traffic offered them.

Now, logically, how much better would it be if the railroads, taking a diametrically point of view, should reason as follows:

"This grain is here and we must move it, probably, in any event before the next crop is harvested, so while the weather is suitable for railroading and the 'going is good' we will get this traffic back of us and out of the way of other traffic which we can handle to better advantage after the heavy movement of grain to market is over."

Now, Mr. McAdoo, this is good so far as it goes. Granted that all said so far has been true, there still remains the problem of how to do it. I am not a railroad man and that is a railroad man's problem, but I have observed with much satisfaction the class of men you are enlisting about you in this service and I must say I am very hopeful for the future.

Yours respectfully,

C. B. PIERCE.

## Corn for Canada Subject Approval of Grain Supervisors.

Following is a summary of the regulations agreed upon between the War Trade Board and customs officials for the control of corn exported to Canada:

No corn of grades one or two may be exported to Canada for feeding or manufacturing purposes.

No corn may be exported to Canada for seed purposes unless grown in or South of Kansas, Missouri, Tennessee, and Virginia.

On and after Feb. 19 no corn of any kind may be exported to Canada except under licenses issued by War Trade Board each of which must bear notation, "Not valid unless accompanied by U. S. grain inspection certificate properly endorsed by U. S. Department of Agriculture, Federal Grain Supervisor, to the effect that the shipment referred to in such grain inspection certificate is either, "Approved for export to Canada for feeding and manufacturing purposes," or "Approved for export to Canada for seed purposes." Grain supervisors therefore must examine each such inspection certificate presented for approval by exporter.

If corn is to be exported for feeding or manufacturing purposes and grades three or under, and there is no reason to believe it is suitable for seed purposes, supervisors may approve certificates. If corn is to be exported for seed purposes supervisor will approve and endorse certificates only after instructions have been received from Department covering this identical corn to be exported.

In case of shipments now in transit original grain inspection certificates may not be available for endorsement. Supervisors may endorse copy of such inspection certificates and where requested by exporter may inform collector at port of exit of shipment by telegram or mail of approval together with proper identity of shipment."

DESTRUCTION of food stuffs by U-boats during 1917 has been tabulated by the Food Administration, the loss for the year being about 7 per cent of the entire shipments. Total exports of flour and wheat for the year were about 169,000,000 bus. making the quantity lost about 11,800,000 bus. valued at about \$27,000,000. In four days this year, Feb. 8 to 11, about 1,150,000 bus. of wheat was lost.

## Elevator Observations.

BY TRAVELER.

LAZINESS, it is said, causes us to grow fat. It also causes elevator employes to leave the cupola windows open at night. However, not many men are too lazy to pull a rope, and to this happy fact is due the efficiency of the arrangement of ropes and pulleys which permit the cupola windows to be opened and closed from the work floor. Quarter inch rope or sash cord, with pulleys to fit, will serve the purpose satisfactorily. Some elevators already are equipped in this manner, and it is a device which every grain dealer can use with profit.

"NO SMOKING" is the message which the wall of a lumber yard in Niles, Mich., shouts at every one who enters the gate. The sign is painted with white paint on a red background, the letters being fully 2 feet in height. The sign is so placed as to bring it nearly on a level with the eye of a driver as he is seated on a wagon. He may not put the pipe away, but he cannot fail to see the command to cease puffing. A similar sign, at a carefully chosen location on the elevator, would be a good way to use some white paint when the elevator gets its spring coating.

ZERO WEATHER; a balky engine; a can of ether or a torch for "warming her up." The stage is set for the fire which will erase another elevator from the face of the earth, and for the accidental explosion which will carry another elevator employe into the Great Beyond.

In the warm days of summer we feel sure that a man is a fool to attempt to coax the engine by the application of external heat in the form of flame or by the use of a liquid more volatile than gasoline for the priming charge; but we have been unable to devise a better method than those of the foolish one, and for that reason we continue to take a chance and use the ether or the torch. That is, most of us do. The other fellows work and sweat and swear at the engine because it will not start.

L. M. Pratt, of Wetmore, Kan., does neither of these things. He used his wits, and on the days when the thermometer is low he warms the cylinder of his engine by a very simple method, and one which is without any element of danger. The arrangement of the pipe which supplies the cooling water to his engine is shown in the engraving. It is similar to that used on every engine, with the exception that a cut-off valve is provided in the pipe, and between the valve and the cylinder an upright pipe with a funnel at its upper end is interposed.

When the engine is to be started on a cold morning the valve is closed and a

sufficient quantity of boiling water is poured into the funnel to fill the water jacket. The hot water raises the temperature of the cylinder to a point which permits the gasoline to vaporize readily, and the engine starts as quickly as in summer.

It will be noted that the engraving does not show the pipe which must be provided for returning the water from the engine to the tank or well. This has been omitted in order that the drawing may be made to show the funnel and perpendicular pipe more clearly, but the return pipe must be provided in every engine room.

The idea is certainly worthy of adoption by all who use gasoline or oil engines for power; and if this device is combined with the method of piping used by A. A. Johnson, of Zenda, Kan., as shown in the Journal for Nov. 10, 1917, the engine troubles incident to cold weather will be almost a thing of the past. The suggestion also is made that the funnel for filling the water jacket may be placed in the pipe which extends above the top of the cylinder, as in that way the full effect of the boiling water will be directed toward the point where it is needed, and it will not be necessary to warm several feet of empty pipe before starting on the cylinder.

## The Government's War-Motto.

"Forget how things were done before the war, eliminate red tape. We must learn with the Germans that 'the war won't wait.' Delay is the Kaiser's ally."

This injunction, originally addressed by Secretary Redfield to his bureau chiefs, has been approved by President Wilson, and is to be circulated, posted, and made a guiding rule in the transaction of all war business.

This is good doctrine for elevator managers to pass on to their farmer patrons. The war certainly 'won't wait' on poor seed. Have your patrons use the best seed they can procure for the spring crops.

Have they tested their seed corn? Every ear planted should be tested. One dead ear means the loss of 4 to 7 bus. of corn. You can test corn very rapidly for your patrons if you desire.

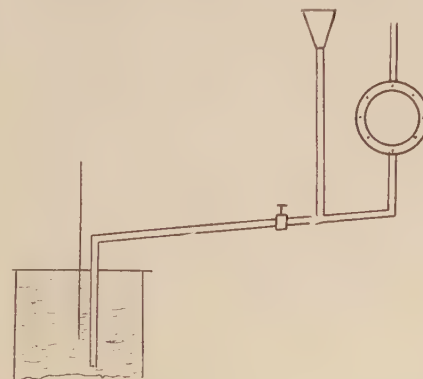
If you have been bound down by out of date precedents—cut them away. Urge the farmers of your regions to 'cut out' unprofitable methods and give them all the help you possibly can.—J. W. Henceroth.

FOOD DICTATOR for Russia: Leon Trotsky with unlimited authority.

JAPANESE BEANS, valued at \$2,000,000 to \$3,000,000, have been seized at San Francisco by the United States and will be used by the Navy Department.

ITALY has arranged to import 112,000,000 bus. of wheat. This quantity added to the local production will give the country about 252,000,000 bus. Normal consumption has been at the rate of 224,000,000 to 232,000,000 bus. annually. Rome has not yet adopted a bread ration, altho other parts of the country have.

FLOUR MILLS of the southwestern milling division that have ground 75 per cent of the average normal quantity handled in the last three years, have been directed to suspend operations immediately. About 70 of the 600 mills in the division are affected by the order, issued to permit the mills to adjust their grind on an even percentage.



Piping Cooling Water to Engine.



## Losses and Damages to Grain in Transit.

Every shipper and receiver of grain is directly interested in the case having to do with losses and damages in transit, now pending before the Interstate Commerce Commission, I. C. C. Docket No. 9009.

The brief filed by Clifford Thorne and John D. Reynolds, of counsel, strongly objects to certain of the conclusions and deductions of the Hon. F. C. Wilson, examiner for the Commission and make an exhaustive review of the facts developed during the natural shrinkage hearing.

In summing up exceptions to the examiners report it is held that scales and weighing facilities of country shippers are attacked, but the inadequate car facilities furnished by the railroads is ignored; ignored, also, is the known tendency of country scales to register less grain than is put into a car; and it is asserted erroneous conclusions are reached by a comparison of loss and damage claims filed as between supervised and country stations.

Because country scales do weigh light the fact is emphasized that the per cent of cars from country stations showing overruns is  $3\frac{1}{2}$  times the per cent of cars between terminals, and the average overrun is several times as great for the country cars.

Counsel asks that the examiner's conclusion: "That claims for loss and damage of grain and grain products constitute a large and perhaps an undue proportion of all loss and damage claims against carriers," be amended to conform to the facts developed by striking out "and perhaps an undue proportion."

On this point it is shown that claims on grain traffic absorbed 8.395 per cent of the total amount paid on all traffic, the largest paid on any commodity, fruit and vegetables being next with a loss on claims paid equivalent to 8.300 per cent of the total of all claims paid.

Of the total claims paid for loss of or damage to grain in transit, \$1,560,213 was paid for losses due to defective equipment, and that sum was 44 per cent of all losses paid by all Class 1 railroads in the United States on account of defective equipment. Of the total claims paid over \$600,000 of the losses and damage to grain traffic was due to "unlocated causes," or 80 per cent of all such losses.

Including all unlocated losses and all other losses and damages to grain in transit, excepting those occasioned by wrecks, defective equipment, the total claims on grain shipped during 1914 amounted to 1.34 per cent of the revenue from the traffic, against a loss of 1.20 per cent on all traffic.

It is brought out, also, that grain is a profitable freight, yielding a present return on the investment of 11.4 per cent, while grain products combined yield 1.46 per cent, grain and grain products 4.0 per cent, hay 7.3 per cent, fruits and vegetables, 3.1 per cent, live stock, 12.2 per cent, packing house products, 3.4 per cent, coal 1.9 per cent, coke, 0.7 per cent.

Operating ratio of expenses to earnings on all traffic amounted to 77.25 per cent, while on grain the ratio was 61.77 per cent. For the Santa Fe Railroad it was shown that the operating ratio for grain was 56.148 per cent while for all traffic it was 70.919 per cent.

OVERRUNS are produced by country scales hence, it is pointed out, the tendency to inaccuracy in weight is not synonymous for tendency to shortage, on

the contrary the slight inaccuracies are in favor of the carriers.

Probably the greatest cause of under weighing is the grain that passes thru scale hopper when the feed gate is open at the same time as the discharge gate, permitting grain to flow thru without being weighed.

Gradual dulling of the knives in the scale, the outcome of continued use, causes underweighing, never overweighing.

HOPPER SCALE WEIGHTS will be inaccurate if the scale is out of level, in which case a portion of the grain will be carried by the check rods, used to prevent binding, and only the balance of the weight of the load will be transferred to the graduated beam, thus causing the scale to weigh light.

Where the hopper is in the cupola and the beam on the working floor, connection being by means of a beam rod, if the latter gets out of plumb only a portion of the weight of the hopper is transmitted to the beam.

Dust in the sliding poise of the graduated beam causes the scale to weigh light.

Binding of parts must be overcome by the weight of the grain.

UNDERWEIGHTS AND OVERWEIGHTS and how they affect the country grain shipper are brought out in a startling manner by the introduction of a report on the condition of scales at four terminal markets, Kansas City, Omaha, Milwaukee and St. Louis. Tests were made of 226 track scales of which 61 weighed correctly, 44 weighed heavy and 121 weighed light.

Predicated on that showing it is brought out that in 54 per cent of the weighings the scales do not show as much grain as the car contains, that in 19 per cent of the cases the scale weight is greater than the actual weight of the grain, the weighing being on scales frequently examined and tested by the state. This is followed by the argument that if under such supervision and restrictions 54 per cent of the cars are underweighed, it is reasonable to presume that the general tendency is to underweigh at both supervised and unsupervised scales.

SET-BACK and cross-town cars weighed in and weighed out by the Minnesota state weighmaster in Minneapolis showed a loss on 981 cars of 104 lbs. per car for the set-backs and 110 lbs. per car for the cross-town cars. Excluding two very large losses, one of 6,980 lbs. and one of 10,080 lbs. leaves shortages of 72 lbs. for the set-back and 92 lbs. for the cross-town cars.

Eliminating two extra large losses on the same class of grain movement within Chicago made the losses from leaking in transit on set-backs 54 lbs. per car, and on cross-town movement 83 lbs. per car.

Against these showings is the average loss of 383 lbs. on grain moving from Minneapolis to Chicago, the weighing at both ends being supervised. The loss stated, 383 lbs. per car, was the average for the cars showing losses, not the average for the entire grain movement.

On these and other adduced facts the following statement is predicated: "Grain is weighed within a reasonable tolerance within these terminal markets, and the loss in transit is relative to the physical state of the cars, the physical state of the linings, the non-obstruction of the vents and the length of the haul, all of which are beyond the control of the shipper. We would also point out that these are the results obtained from cars which have been selected by the carriers

from a large stock of cars at points where car repairers are stationed and were coopered by the carriers' own bureau by men who do nothing else, with all the material they need, so that the conditions under which this movement was made can be considered ideal, and what applies to the cars also applies to the supervision between these two points."

COUNTRY SHIPPERS file claims that average in pounds per car shipped much less than half of what the shippers from the terminals, having supervised weights, are filing. Of 4,323 cars between terminal markets, 9.4 per cent were over, average 22 lbs., 2.4 per cent were even and 88.2 per cent were short, the average shortage being 250 lbs.

A record of 8,598 cars shipped from country points to terminal markets showed 34 per cent to be overweight, averaging 274 lbs. per car, 3.4 per cent to be correctly loaded and 62.6 per cent to be short, average shortage 390 lbs.

A COMPARISON of claims filed by 35 large Minneapolis shippers and 41 large Chicago shippers is made with those of "all other shippers." The 35 Minneapolis concerns shipped 5,844 cars and filed 1,359 claims, the percentage of claims to cars being 23.3 per cent. Claims averaged 1,639 lbs. each, or 381 lbs. per car shipped. For the 41 Chicago shippers the record was 1,292 cars shipped, 467 claims filed, or 36.1 per cent, average lbs. per claim 467, average per car shipped 172 lbs.

These figures compiled by the Interstate Commerce Commission show that 2,789 other shippers in Minneapolis shipped 12,720 cars of grain on which 400 claims for shortage were filed, being 3.1 per cent, the average lbs. per claim were 1,634, the average per car being 51 lbs. For 1,698 "other" Chicago shippers the record shows 7,740 cars shipped, 269 claims filed, percentage 3.5, number lbs. per claim 1,537, number lbs. per car, 53.

Commenting the brief says: "We cannot imagine, in the light of these figures, why the weighing facilities of our members, as they are operated by these gentlemen in a manner which so manifestly benefits the carriers, have been attacked so bitterly by the examiner."

"The scales operated by country shippers generally are adequate. The weighing facilities of the country shipper correspond with, are proportionate to and are fully sufficient for the business he does."

DISCRIMINATORY CAR SERVICE is another cause for complaint. At terminal points the very best cars are selected for loading out grain but no such selection is possible at country shipping stations. Grain laden cars arriving at terminal markets are unloaded, inspected and repaired by the railroads before being again tendered for loading grain.

Minneapolis record showed 204,711 cars weighed in and 111,142 cars weighed out, enabling the railroads or the shippers to pick the 50 per cent of most desirable cars for carrying grain. Rejects are loaded with other commodities and sent to the country and subsequently are tendered the country grain shipper for loading his grain for delivery in terminal markets. Consequently the probability of loss thru leakage in transit is very much greater than on cars loaded by terminal elevators, or, as the brief has it: "There ought to be more losses in transit between country points and terminal markets than between terminals, and those losses should be the larger losses."

\* Country grain shippers are required to load foreign cars which the tendering



carrier makes no pretense of repairing. Many of them are not in shape to hold grain. One witness in the hearing testified that the Wabash, the C. & A. and the Big Four furnished a class of equipment on which they required the shipper to waive all claims for loss in transit.

**CLEAR RECORD CARS** of which there is no record of defect, regardless of what a hammer test will show, are supplied with the requirement that no claim for loss or damage shall be filed. Some such cars subjected to the hammer test shows continuous leaks so long as there is grain to leak. Empty cars with grain between the lining and the siding, have been shown to leak until the grain in the pocket was exhausted, when given the hammer test. Shippers contend further that the clear record car is a negative not a positive proof of no loss and is unreliable.

After emphasizing the fact that railroad employees are burdened with the care of operation and cannot and do not make adequate examination to determine if cars are leaking, a compilation is given showing the per cent of claims filed to cars shipped as follows: Wabash, 17.51%, Mo. Pac. 16.03%, C., B & Q. 15.22%, C. & N. W. 14.46%, G. N. 12.84%, I. C. 3.44%, M. K. T. 2.65%, Santa Fe and Union Pacific showed insufficient claims to cause their roads to be investigated, due, it was brought out, by the better class of equipment furnished by these two roads.

Carriers investigated supervised weight clear record claims on 509 cars and showed leaks and defects in 140 cars, or 27.5 per cent. Also an investigation was made of 1,456 unsupervised clear record claims, showing leaks and defects in 598 cars, or 41 per cent. On 212 cars, unsupervised weights, which the carriers did not investigate the percentage of defects was 12.7.

Three chief causes for loss of grain in transit which are not shown on a car condition report are: Concealed thefts in transit, unreported leaks in transit and grain filtering behind lining of car while in transit and not reported at destination.

Exception is taken to the arbitrary rule of carriers that if grain leaks thru a grain door installed by carriers' bureau the leak is due to defective equipment, but if the door is installed by the shipper the leak is due to defective coopering. Some roads supply adequate materials for coopering a car and some furnish low grade, warped hardwood lumber only.

**CARRIERS' RESPONSIBILITY** includes results of negligence or misconduct of a third person which results in loss to the freight. On this fact is based the argument that carriers are responsible for inaccuracies of receivers' weights, malpractices on the part of receivers, errors at terminals, wastage in unloading, negligence of official samplers and for grain left in cars after unloading.

It is claimed, further, that carriers are trustees of the grain while in transit and at point of destination and it is their duty safely to deliver all grain placed in their trust and, therefore, they should supervise the determination of the quantity delivered on behalf of the shipper.

**REMEDIES.** It is suggested that carriers supervise the weighing of grain as it is loaded in cars and should satisfy themselves of the accuracy of the weighing equipment and the competency of the weighman, this in return for the service performed by shippers in coopering cars, which should be a function of the carriers and is so handled at terminal points.

## Handling Grain in the Inland Empire.

Irrigation is opening for settlement and cultivation vast areas of the semi-arid lands of the west. Farmers, or nestors as they are known locally, follow closely in the wake of those who turn the life giving floods upon lands which for centuries have lain sterile. Shortly thereafter an ever-increasing stream of products of the soil begins to find its way to market.

In the great Inland Empire of the west, producing grains, fruits and many other farm products, the villages and towns are overleaping the intermediate stages of building. Frame shacks give place to permanent structures of steel and concrete.

A demand has arisen, also, for the very highest type of facilities for preparing that portion of the farm products required for local consumption. In other words, no longer is it considered economical to ship whole grain out and flour in.

Weiser, Idaho, is the center of a prosperous farming section. It is located on the Union Pacific at its junction with the Pacific & Idaho Northern, whose ninety miles of track terminate at this time at New Meadows, Idaho. A survey of the situation by the Colorado Milling Co. disclosed an evident need for modern facilities for receiving, cleaning and shipping grain, for making flour and for preparing feeds for stock raisers. This new plant was designed and built to serve the grain producers of this locality, who, also, are heavy consumers of their own products.

This plant was built to receive, clean and ship grain. Storage was provided to carry a stock for the mill and to hold the surplus. These facilities were supplemented by a feed mill, flour mill and ample warehouse room for the storage of flour and feed. Our illustration of this plant gives a general idea of its character and the relation of its several units.

Grain may be received by rail or from wagon. Track and wagon scales are in-

stalled for weighing in the wheat and barley, about the only grains grown in that section. It passes from the receiving pits to one of two legs of 2,500 bus. capacity and is elevated to the bins over the cleaning machines. Passing through the cleaners the grain is discharged to receiving bins immediately below them. From that point the grain may be sent direct to the mill and ground into flour. Or it may be elevated to the cupola and spouted to belt conveyor in gallery over the storage bins and tipped into any one of them.

The working house is 20x28 ft. and high enough to spout into the conveyors over the tanks. P. & R. Cleaners are used.

Original plans called for four storage tanks, 18 ft. in diameter and 80 ft. high. Subsequently the number was doubled, giving eight cylindrical bins, two interstice bins and four pocket bins, the middle interstice being built in two sections. Grain is taken from the bins by belt conveyor, operating in the tunnel underneath, for delivery to the legs for shipping or for delivery to the mill.

On the side of the working house opposite the storage tanks is the feed mill, with its attrition and mixing machinery for preparing feed, and turning back to the farmer at a low cost. This is a two story structure, in which also is housed the motor room, the size being 34x33 ft.

The flour mill building is 36x64 ft., five stories high, with basement. The capacity of the mill is 450 barrels in 10 hours. Electric power is used throughout.

This plant was the twentieth plant designed and built by the Burrell Engineering & Construction Co., for the Colorado Milling Co., during 1917. A like number was built for the same concern during 1916.

I HAVE been out of business for almost 10 years, but I cannot find a place where I can do without the Grain Dealers Journal, which is both valuable and interesting.—W. F. Banta, Ridgefarm, Ill.



Flour Mill, Feed Mill, Working House and Concrete Bins of Colorado Milling Co. at Weiser, Ida.



# Michigan Dealers Meet at Detroit

The midwinter convention of the Michigan Hay and Grain Ass'n was held Feb. 14 in the Cadillac Hotel, Detroit. The meeting was called to order by Pres. T. J. Hubbard, Mt. Pleasant, and after the invocation the address of welcome was delivered by C. R. Huston, pres. of the Detroit Board of Trade.

Mr. Huston said that for 2 weeks he had had a stroke of business and, as it would hardly do to leave business to prepare a speech, he was prepared only to say that the Detroit grain and hay dealers were very glad to act as hosts to the Ass'n. He also said that Detroit is geographically located as the proper center for the distribution of the grain grown in Illinois, Indiana, Ohio and Michigan, offering both lake and rail transit to the seaboard; but that the market is in need of additional facilities to handle the business, and will extend a welcome to any of the members of the Ass'n who see fit to help extend the facilities.

In responding to the address of welcome F. L. Young, of Lansing, said that it is his belief that if any business is deserving of special consideration at the present time it is the business in which the members of the Ass'n are engaged. "We must play the game square," he said, "and be satisfied with a nominal margin of profit. We should rejoice that we have the opportunity of meeting in convention at this time."

Pres. Hubbard delivered his annual address, in which he said:

## President's Address.

As shippers of hay and grain, we have passed thru the past year conditions unlike which we have ever experienced before. We know the terrible conflict across the water has been the cause of these extreme conditions and for that reason we have all accepted them graciously and endeavored to adapt our individual business to conform to government, state and railroad regulations insofar as we were able.

The present season has been the most unusual in the hay business. In the first place, after the crop had been harvested, it was almost impossible to get sufficient labor to operate the balers, even when the presses were available. Second, it was almost impossible to get the farmer to leave home long enough to deliver it to our warehouse or the railroad station, as he wanted to use every day of good weather for the work on the farm. When we finally did get the hay delivered, we were up against another proposition even worse than the others; i. e., inability to secure equipment for loading.

On grain, the farmers showed a willingness during the months of September and October to market their wheat, rye and oats quite freely, but when values on corn started to advance, owing to the condition of the Western crop, oats and rye naturally followed, and consequently, the farmer held his oats and rye and used wheat for feeding his stock.

**Food Control:** I feel that when the law was passed giving Mr. Hoover jurisdiction over the distribution of all commodities used for food, both for human and animal consumption, it should have included a clause preventing the farmer from using merchantable wheat in any way as food for live stock, for the reason that every pound of wheat available in this country and Canada between now and the harvest of the new crop will be needed not only to supply our home requirements, but also those of our soldiers on the other side and that portion of the requirements of the allies which the United States has pledged itself to furnish.

We are all, I am sure, in accord with the administration's idea in regard to winning this war in the quickest time possible and further, we are all ready and willing to "do our bit" to help in this

undertaking, but even so, business thruout the country must go on—our people must live, its live stock must be feed; therefore, I feel that every man who has anything to do with the movement of freight by the railroads during the present crisis should go more than half way and exert himself to release railroad equipment promptly.

**The Corn Situation:** The government, thru Director General McAdoo, is doing everything it possibly can to get cars into the corn producing states of the west to move as much of the corn crop as possible before warm weather comes.

Never has the situation in those states been presented in such a straightforward manner as was done by the special committee representing all branches of the grain trade in an audience with Food Administrator Hoover and Director General McAdoo on Feb. 1st and 2d. No effort was made to gloss over conditions as they exist in the western states at this time. In this crisis of the world's food supply, to allow even a single bushel of any kind of grain to spoil when it is within human power to save it would be nothing short of criminal. Unless this corn can be delivered to terminal markets and dried and reserved stock accumulated, it was the opinion of this committee as expressed at the above hearing that there is certain to develop an acute shortage with consequent radical price fluctuations.

In a recent interview, Mr. J. J. Stream of the Food Administration advised that the movement of corn from farms up to Jan. 1 was only about 50% of the normal crop and that of oats was less than 50% of normal. This will give you an idea of the task which the railroads have to perform in the corn growing states of the west during the next 30 days.

On hay, the requirements of the government have run into thousands of tons during the past five months, and this has done more to create a strong market on this commodity than anything else. Just how long present high prices on hay and straw will hold, I would not attempt to prophesy, but I would advise our members to use care in buying and selling, because some day the bottom is going to drop out of the market, especially so if the bill which was presented to Congress a few days ago giving the President authority to fix maximum prices on all food commodities for human and animal consumption becomes a law.

I believe that the time is not very far distant when this will happen, and when it does, the government will set a market price on the three feeding grains, namely, corn, oats and barley, which will be below the present wheat values, and this will have a tendency to discourage the feeding of merchantable wheat on the farms.

**The strict enforcement** of a Food Control law is simply impossible and a voluntary observance must be the main reliance. Monthly reports which will be required of each one of us from now on, consisting primarily of stocks on hand, volume of business transacted for the period will, I believe, force the average elevator proprietor or hay shipper to become more closely acquainted with the details of his business than heretofore existed only in the abstract and will lead to the gathering up of loose ends.

We will have to rely on volume of sales for our profit during this period of time instead of large profits on individual sales, as the Food Administration does not propose to allow excessive profits to be made in any line of business during the period of the war. I, therefore, ask that each one of you do your bit by co-operating with the Food Administration in every way that you can by sending in your weekly or monthly reports promptly, and when we are asked by any Food Administration official for information, see that same is furnished without delay.

**Membership:** Out of 500 firms engaged in the elevator and hay shipping business in this state, less than 50% are members of our Ass'n, and I would like to take this opportunity to request that each member here present, during the next thirty days, try to secure at least one new member for our organization.

The maximum moisture test of 13% was not changed on Dec. 10th, but about Dec.

14th, the rules of the Food Administration Grain Corporation were modified so that wheat of full test, such as 59 lbs. on red and 58 lbs. on white, which contained not over one-half of 1% moisture in excess of the maximum could be discounted under No. 2 red or white at 1c per bushel instead of 3c; also wheat of full moisture test which contained between 13½ and 14%, would be discounted at 2c per bushel instead of 3c as before.

This modification gave the shipper a better price on wheat of full test weight where the excess moisture was the only reason for discount. Grades which have been recognized before that date as No. 2 and No. 3 and smutty, for example, were abolished and such wheat was allowed to be sold on its merits, as was wheat containing rye mixtures in excess of the amount of foreign grains permitted in the established grades on wheat.

John L. Dexter, Detroit, spoke on "Licensing Hay Shippers," saying:

## Licensing Hay Shippers.

We have got to awaken and show our patriotism by co-operation. As I was going to Washington some time ago I said to myself that it is all right to license grain dealers and millers, but why bother the hay man. When I came away I had a different vision. It will take every patriotic sacrifice to win this war quickly.

The mill situation led partly to the steps taken to regulate feed and hay men, and when feed men were called into conference it developed that hay was a big item, so hay men, too, were called to co-operate in conserving food and keeping prices as low as possible. It was mainly a question of distribution of products, and when you go to Washington you find that they do not treat you roughly. Rather, you are treated kindly and asked to talk matters over.

At Chicago, last week, we had a two-day session which was attended by representatives of brokers, millers, jobbers and retailers. Each was asked what he considered a fair profit in an effort to get a basis for determining a reasonable margin for handling at the various stages. A resolution was passed recommending that prices be established on coarse grains, and that nothing could be done with hay because its price must be a relative price.

**Fixed Prices:** I think a price will be put on corn and coarse grains and then on hay. Licensing will be a little bother to you, but you've got to be bothered to win this war.

Geo. S. Bridge, Chicago, in speaking on "To Whom Should Licenses Be Granted," said:

"I think there is no question about who should be licensed, I feel sure all of us see that every dealer should be. Whatever hardships we may suffer are not as bad as those which the boys in the trenches undergo."

Pres. Hubbard: Does the new license eliminate the buyer with a check book in his pocket and an office in his hat?

Mr. Bridge: I do not know about that. The farmer may ship his own hay, but every dealer, wholesaler or retailer, should be licensed.

Pres. Hubbard: It was hoped by many that the scoop shoveler would be eliminated.

Mr. Bridge: I do not see how the government can do it, but licenses can be revoked.

Charles Quinn, Toledo: The Grain Dealers National Ass'n was asked by the various state sec'ys to get a ruling on scoop shovelers. Mr. Barnes referred us to the law dept., which has ruled that the government cannot discriminate between its citizens, and, since scoop shovelers are needed at some stations in some sections of the country, the government must license them every place to be consistent.

John L. Dexter: WHAT IS THE PENALTY FOR NOT TAKING OUT A LICENSE?

Mr. Quinn: There is no provision in the present law, but that is included in



the new bill. Mr. Barnes refuses to give unlicensed persons cars.

Mr. Dexter: Can the matter not be handled by the station agent refusing a car when the prospective shipper is not licensed?

Pres. Hubbard: I think the Ass'n should go on record as approving a regulation requiring that the license number be placed on the B/L. That will assist to eliminate scoop shovelers.

Sec'y Graham: We have fought against the railroad companies refusing any shipment. We can't change that principle. The government has inspectors to ascertain law violations, and I believe that the work of ascertaining whether a man has a license must be handled by the present government agents.

Mr. Quinn: The scoop shoveler can stay in business, but he can be licensed and controlled the same as any other dealer. Recently a license was revoked because the licensee had sold immense quantities of cotton seed products thru-out the South and had filled only those sales showing a profit. The government will revoke the license of every man who does not do a legitimate business or who takes more than a legitimate profit.

The question arose as to whether all hay shippers must be licensed, and J. Vining Taylor, Winchester, Ind., sec'y of the National Hay Ass'n, read a part of the letter sent out with the application for license.

"My understanding," said Mr. Taylor, "is that all *must* have a license."

When Mr. Taylor was called upon to speak about the National Hay Ass'n he said that he had lost his portfolio, and, altho he had been hunting for it all morning it had not turned up, and for that reason he asked to be excused.

Mr. Quinn spoke upon the work of the Grain Dealers National Ass'n, explaining its activities in connection with the regulatory measures which have been adopted. He said that the recommendations which were made by a com'ite representing the Ass'n to Mr. Hoover and his assistants prior to the announcement of the regulations covering grain were adopted almost entirely in the rules which were promulgated. Mr. Quinn also explained the assistance which the Michigan Hay and Grain Ass'n and the Grain Dealers National Ass'n can render to each other, and upon motion Pres. Hubbard was instructed to appoint a com'ite to consider the question of affiliation, and to report at the banquet in the evening.

The com'ite was composed of Pres. Hubbard, Willis E. Sheldon, Jackson, and S. O. Downer, Burts Run.

Sec'y J. C. Graham, Jackson, delivered an address on "Transportation" in which he said:

## Transportation.

No one today wants to talk on the subject of transportation. There are two reasons for this, the first of which is because no one wants to throw a monkey wrench into the machinery while our main efforts are in making sacrifices to win the war, and the second is that if you take an opposite view, no matter if the criticism be friendly, you are looked on as being unpatriotic.

Some criticism, however, is just. As an illustration, it may be said that while Michigan was dark at 6 o'clock and half our factory employees were out of work on account of industries shut down to conserve fuel, one of our city officers, a man who is at the head of almost every patriotic movement in our city, arrived in Washington at 2 o'clock in the morning and found the city one blaze of light. He had a right to raise the question as to the comparative loyalty of the people of the state of Michigan.

It is so easy for a newly appointed government official to lose sight of the fact

that he is a servant of the people and it is equally easy for the management of the railroads to lose sight of the fact that they are public utilities. At the time of the move of the railroads to assist the government a com'ite on national defense was appointed by the American Railway Ass'n with headquarters in Washington. Regional com'ites were then appointed in different parts of the country. On these regional com'ites was a member of the National Industrial Traffic League, representing the shipping public. You all know the results accomplished thru speeding up release of cars and heavier loading brought about thru the shippers' efforts.

This did not seem satisfactory, for the first orders Mr. McAdoo issued were demurrage and reconsigning orders absolutely without consideration of the co-operation previously given the railroads and the shipping public which enabled them to make such a splendid showing to the government.

This resulted in a meeting of the League at Chicago. Probably I can best illustrate the sense of the meeting by saying that one of the best known and broadest gauged industrial traffic men, who had rendered individual service in increasing transportation facilities, refused to serve longer on a com'ite where the public could not have representation. A com'ite was appointed to go to Washington to get some representation for the public. No definite report has been made by this com'ite, but we know that it was shown that the demurrage order would break itself down by its own weight, and it was modified to take effect Feb. 10. It also seems that Luther M. Walter, attorney for shipping interests, will in a measure represent us on the new board.

A local effect of government control came out about three weeks ago when a local official ordered cars of hay to be unloaded wherever they were in transit, or they should be assessed demurrage or placed in storage. This was entirely without basis of law or orders of the Director General of Railroads. The order was withdrawn—and John Dexter is still looking for the man who issued it.

Hay Non-essential: Before the government took over the railroads feeding stuffs were given priority, but the railroads made an exception of hay, classing it as non-essential. I want to call your attention to the fact that priority of production and priority of transportation are two separate propositions, and controlled by separate and distinct boards; and I suggest that you see to it that in the future hay has priority of transportation with other feeding stuffs.

One fundamental fact to which I want to call your attention is that up here in the frozen north we never have more than one-half the transportation in the winter that we have in the summer. This winter we had less than one-fifth. It is your patriotic duty to move as much of your product in the summer as you can to relieve the overburdened transportation facilities in the winter.

The new Eastern rates to and from Michigan that were to have gone into effect Feb. 15 on order of the Interstate Commerce Com'n have been postponed until April 15. The Michigan railroads have petitioned the Com'n for a re-argument. We, of course, do not know what the Com'n may do with the case. Any organized effort for additional advances in freight rates has not been made public, but if demurrage and reconsignment orders by the Director General are any precedent we can look for an advance at any time without notice.

Mr. Taylor: I would like to have the Ass'n adopt a resolution, addressed to Mr. McAdoo, asking that shippers be represented on the advisory board.

Pres. Hubbard appointed a com'ite, consisting of F. L. Young, Lansing; S. O. Downer, Burts Run, and Harry Northway, Owosso, to prepare such a resolution.

Pres. Hubbard announced at the banquet that the com'ite reported favorably on the matter of affiliation, and that the step would be taken in the near future.

F. L. Young, chairman of the special com'ite, read the following resolution, which was adopted:

## Want Shippers Represented.

Whereas, the Michigan Hay and Grain Ass'n in midwinter convention assembled in Detroit Feb. 14, being vitally interested

in the movement of hay and grain with as little lost motion as possible, unanimously go on record respectfully requesting that Director General McAdoo in appointing his Advisory Board, recognize the shipping public on said Board.

Geo. F. Dimond, St. Johns, presented the following resolution, which was adopted:

## Should Increase Barley Acreage.

Resolved, That it is the sense of this Ass'n that the acreage of barley should be increased, as barley is the best possible substitute for wheat.

Pres. Hubbard read a telegram of good wishes from E. L. Wellman, Grand Rapids.

The convention adjourned *sine die*.

## The Banquet.

The previous experience of Toastmaster John L. Dexter had taught him that a banquet, even tho the menu be ever so complete and attractive, is not wholly successful unless some measures be taken to satisfy the mind and the eye and the ear as well as the inner man, and he was very careful to see that the arrangements contained provisions for all of the necessary features.

Of course there was the food itself, but that was to have been expected. Those things which it was impossible to have foreseen began when Miss Florence Hedges sang The Star Spangled Banner and continued thru the numbers by the Lehigh Quartet to the several vaudeville acts which brought the evening to a close shortly before midnight.

The outstanding feature of the evening was the address by Sergeant Major J. G. Russell, of the British-Canadian Recruiting Mission. Now 23 years old, and a native of Scotland, Sergt. Maj. Russell was living in Detroit when the war broke out. He enlisted in the 1st Canadian Division in August, 1914, and served thruout the trying period when the greatest battles were fought, and when the Allied nations were so ill-prepared to withstand the onslaughts of the Germans. Sergt. Maj. Russell is now doing recruiting work in this country, after having been invalided home because his 29 wounds unfit him for further active service.

Following Sergt. Maj. Russell, Sec'y Quinn of the G. D. N. A. made a short talk, in which he told of the nearness with which the war has approached to his own family, which now has several members serving with the Canadian forces, 2 of his relatives having already given their lives on European battlefields.

## Convention Notes.

The Swift Grain Co. entertained the dealers at luncheon at the Cadillac Hotel.

Ohio shippers who came were R. R. Bales, Circleville, and S. L. Rice, Metamora.

R. T. Miles, Federal Grain Supervisor, Toledo, represented the Dep't of Agriculture.

Chicago receivers present were Edwin Anda, H. S. Button, Walter G. Moorhead and C. F. Van Wie.

Toledo sent Wm. W. Cummings, of J. F. Zahm & Co., and Joe Doering and John W. Luscombe, of Southworth & Co.

The Quaker Oats Co. exhibited samples of its various Schumacher Feeds. C. C. Perkins was present to tell of their merits.

Cincinnati was represented by J. H. Martin, of the Mutual Commission Co., and Earl F. Skidmore, of the Brouse-Skidmore Grain Co.



J. H. Martin, of the Mutual Commission Co., distributed illustrated posters telling of the advantages of Cincinnati's hay plugging market.

Souvenirs included a paper clip which was given out by Walters Bros.; a pencil holder, by Van Wie & Moorhead; and pencils by the Brouse-Skidmore Grain Co., Cincinnati.

Michigan shippers included: Jay Baldwin, New Haven; G. A. Bennett, Capac; H. D. Bent, Shepherd; A. J. Carpenter, Battle Creek; C. O. Crissman, Utica; E. F. Delmore, Caro; Geo. Diebold, West Branch; Geo. F. Dimond, St. Johns; L. S. Dye, Homer; E. C. Forest, Saginaw; Ed. Gleason, Emmett; J. M. Haggard, Mt. Pleasant; Wm. Hutchinson, Elwell; J. M. Isgrig, Travers City; W. T. McCabe, Emmett; W. A. McTavish, Marlette; C. A. Manchester, Fostoria; Chas. S. Martin, Charlotte; Geo. B. Moorman, Ypsilanti; Harry Northway, Owosso; H. P. Prieter, New Haven; Willis E. Sheldon, Jackson; L. W. Todd, Owosso; H. R. White, Scotts; Jos. J. Wickens, Grand Rapids; E. G. Woolfitt, Bay City.

### Soft Corn Survey by Buro of Markets.

The Buro of Markets of the Department of Agriculture has just completed a survey of the soft corn situation throughout the corn belt by addressing and compiling a questionnaire addressed to the country shippers. Shippers reports were sent to the Chicago office of the Buro at 59 Board of Trade, assembled, summarized by roads and promptly turned over to the western division director of railroads, R. H. Aishton, as a guide in distributing empty cars.

The Buro has recently given out the following estimate of drying capacity at the different markets:

City.	Bus. per 24 hours.
Boston, Mass.	96,480
New York, N. Y.	84,000
Philadelphia, Pa.	110,000
Buffalo, N. Y.	131,400
Pittsburgh, Pa.	8,760
Baltimore, Md.	162,000
Nashville, Tenn.	24,000
Louisville, Ky.	87,000
Cincinnati, O.	25,356
Indianapolis, Ind.	142,800
Toledo, O.	89,000
Cleveland, O.	66,000
Milwaukee, Wis.	141,600
Duluth, Minn.	91,500
Peoria, Ill.	57,600
St. Louis, Mo.	56,400
Cairo, Ill.	60,000
Kansas City, Mo.	201,600
Memphis, Tenn.	20,400
New Orleans, La.	192,000
Galveston, Tex.	68,880
Fort Worth, Tex.	18,000
Wichita, Kan.	12,600
Denver, Colo.	4,800

### Selecting and Testing Seed Corn.

Valuable suggestions are given in Circular No. 211 of the University of Illinois on how to select and test seed corn for this year's planting.

Where the local supply of seed is inadequate it will be advisable this season to use imported seed, but it should be borne in mind that such seed, coming from sections farther south, will not mature as early as that of local growth.

In making selections of corn for seed it will be well to disregard the score card, for the fancy points of seed are not essential to a large yield. Small ears selected from the crib may yield as well as the larger ears which heretofore have been employed. Minor points should be sacrificed for strong, vigorous germination.

Every ear of seed corn should be tested to determine germination. The rag doll tester is recommended as cheap and effective, easy to operate and requires no more time than the expensive testers.

Accompanying illustrations, supplied by the courtesy of the University of Illinois, show how the kernels are placed in the tester and how their identity is established when the tester is opened for inspection.

Six kernels from each ear should be used in each division of this tester. The grains should be placed germ-side up, and all the tips should point in the same direction in order to make possible the rapid reading of results at the end of the test. Remove one grain about two inches from the butt. Turn the ear one-fourth around and remove a kernel from the middle of the ear. Turn the ear again one-fourth around in the same direction as before and remove a grain two inches from the tip. Holding the ear in the same position, remove a kernel about two inches from the butt. Turn the ear and repeat the above operation, taking a kernel

from the middle and one two inches from the tip.

Place the roll in a bucket of water with a temperature of about 80° F., and let it remain for about ten or fifteen hours. At the end of this period, pour off the water and store the tester in a warm room. A box, a bucket, or a moist sack may be placed over the roll so that it will not dry out, but some allowance should be made for ventilation. A number of "dolls" may be used at the same time, making it possible to test a large quantity of corn quickly. It requires about two yards of 36-inch muslin to each 1¼ bushels of corn tested.

At the end of five to eight days the count may be made and the germination test recorded.

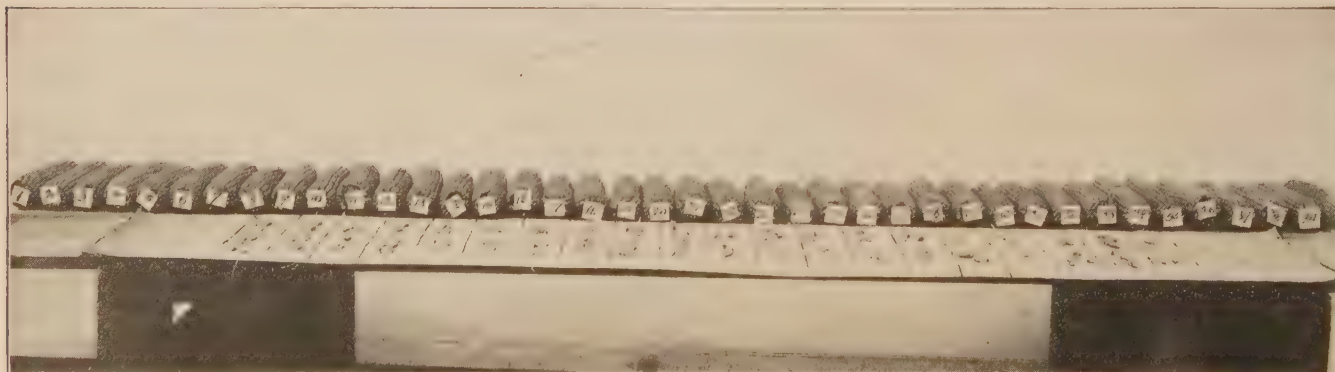
Ears showing one or two kernels with weak shoots and roots should be discarded or laid out and retested. If the same results are obtained in the second test, the ear should be discarded. All ears in the test that show more than two kernels with weak shoots and roots should be thrown out at once. If only one kernel of the six from any one of the ears fails to grow, and the others are good, the ear should be retested; but if no better results are obtained in the second test, the ear should be thrown into the feed crib. All ears with more than one dead kernel among the six kernels in the test should be thrown out immediately.

AN ORNAMENT to any desk is the highly colored silken apple pin cushion made in Japan for B. C. Christopher & Co. and sent to their many friends in the trade.

HARVEST furloughs were sanctioned by the Military Comite of the Senate, the measure providing for leaves of absence for enlisted men during planting and harvest seasons.



Rolling Cloth Firmly but not Tightly Around a Stick or Small Cardboard Mailing Tube as a Core.



A Rag-doll Tester Unrolled. Showing the Results of Seven-day Germination Test.



### Corn Crib Ventilators.

A free circulation of air is essential in drying out ear corn in cribs; and while various expedients have been resorted to, to get ventilation, nothing better from the standpoints of cheapness, efficiency, simplicity and effectiveness has been devised than the corn crib ventilator on which O. P. Beale was granted letters patent several years ago and which is illustrated in the engraving and drawing reproduced herewith.

This ventilator consists of ordinary fence boards, covering a framework of 2x4 studding. It is placed in the crib before the corn is received, and makes it possible to build a crib any width desired. Ventilators can be placed across or lengthwise of any crib at as frequent intervals as the condition of the corn to be cribbed would seem to justify.

Having access to all parts of the crib the air prevents any of the corn from getting moldy, and all of it will become sound and dry enough for safe shipment. Snow and rain may beat into a crib equipped with these ventilators and the corn will dry out in good condition, which is impossible in a large, tight crib without a ventilator.

### Digging Up Seed Corn.

Three ears of corn, growing in a radius of 100 feet on a Michigan farm, were gathered and carefully dried. One showed full development and gave promise of high viability, the second was nipped by the frost and was of doubtful value for seed, the third was badly frozen and of little value for any purpose.

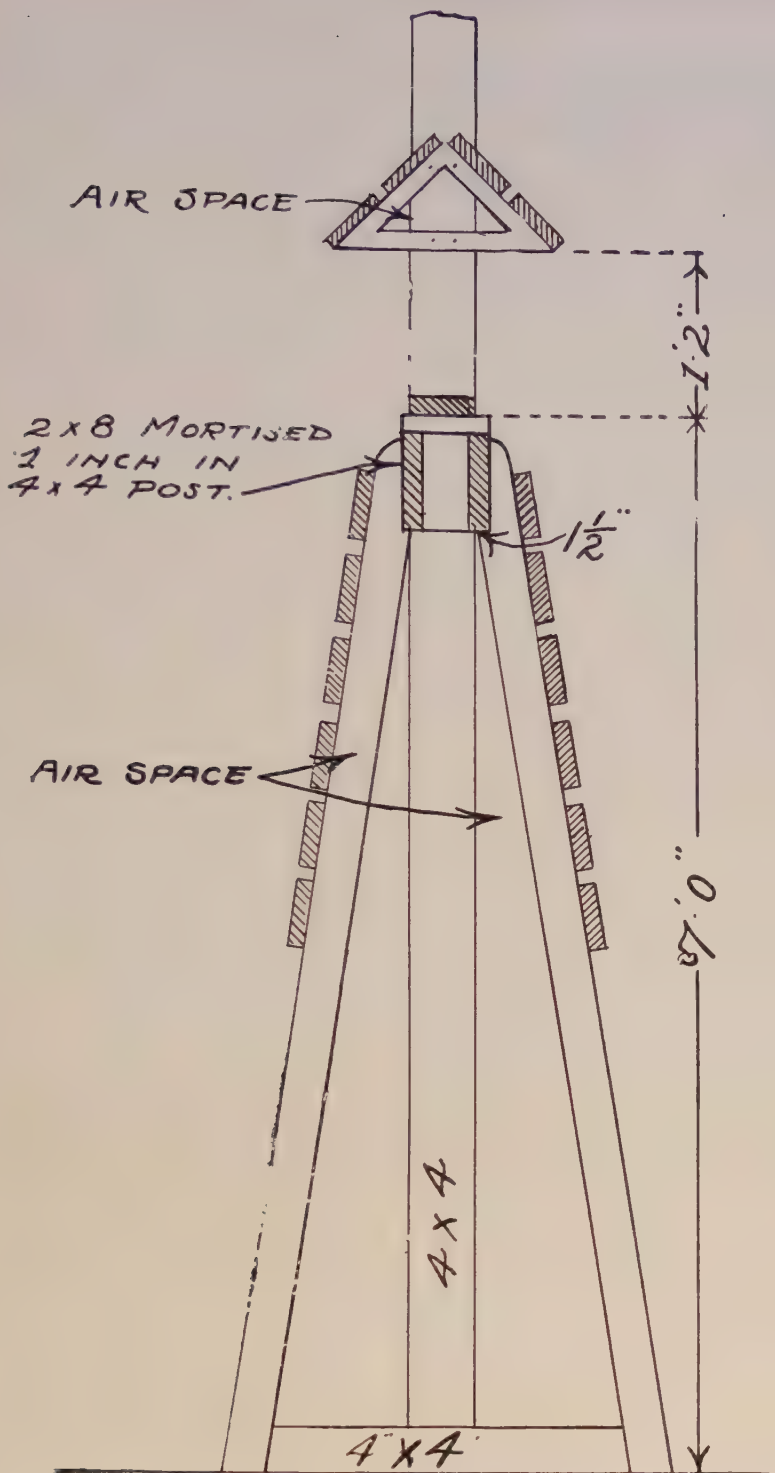
In the frosted corn producing area is believed to be held an ample supply of corn for seeding purposes. Some of this is from the previous crop, much of it was grown last year. A great deal of patience and much time will be required to uncover a quantity sufficient to supply the needs of planters.

This work should be undertaken in the right way and at once. Every grain dealer in last year's frosted corn area should constitute himself a com'ite of one, specifically appointed, created and empowered to uncover and preserve every ear of corn in his locality that is suitable for seed.

Iowa state officials made a county to county, almost a farm to farm, canvass and brought to light sufficient corn to furnish farmers with seed for this year's planting. The margin of safety was so slight the state put an embargo on all seed corn, with a few exceptions for a limited period, and feels confident that the seed corn problem has been met.

Grain dealers, when aiding in this work, are serving their own interests quite as much as they are the interests of the farmer and the nation. If corn is not produced there will be less grain to handle after the harvest next fall. The industries of this country must have an abundance of corn to supply the domestic trade and meet the export demand for corn products.

There is an insistent, active demand for seed corn and clover, for all manner of cereal and grass seeds in fact, and grain dealers can turn a pretty penny and do themselves and their country a good turn by becoming active in the work of digging up a supply adequate to the needs of the coming planting season.



Cross Section of Corn Crib Ventilators.



Corn Crib Ventilators.



# Grain Trade News

## ARKANSAS

Little Rock, Ark.—The J. F. Weinmann Mlg. Co., which operates a mill and elvtr. here, has increased its capital stock from \$30,000 to \$150,000.

## CALIFORNIA

Brawley, Cal.—The Globe Grain & Mlg. Co., will move its office to this place from El Centro.

El Centro, Cal.—The Globe Grain & Mlg. Co., of which William C. Allen is mgr., will move its office from this place to Brawley.

Petaluma, Cal.—Lieut. E. Denman McNear, son of George P. McNear, dealer in grain and flour, who was on the Tuscania, which was recently torpedoed, is among those rescued.

Hanford, Cal.—The Lacey Mlg. Co. will build the first reinforced concrete elvtr. in this part of the San Joaquin Valley. The cost will be about \$20,000. The elvtr. will be 70x44 ft. at the base and will be several stories high, with a capacity to handle large quantities of grain.

## CANADA

St. Brieux, Sask.—The Farmers' St. Brieux Elvtr., Ltd., incorporated; capital stock, \$10,000.

St. Rose du Lac, Man.—The Farmers St. Rose Elvtr., Ltd., incorporated; capital stock, \$10,000.

Montreal, Que.—The Judge Grain Co., composed of Edgar Judge and Geo. B. Jones, has been formed for the purpose of handling grain, mill feed, etc.

Fort William, Ont.—The Ogilvie Flour Mills Co. contemplates the expenditure of \$80,000 on the construction of a new dock and an addition to its warehouse.

Rosenfeld, Man.—The elvtr. of the Lake of the Woods Mlg. Co. was totally destroyed by fire Feb. 17. 8,000 bus. of wheat and 1,000 bus. of barley were destroyed, but a stock of flour was saved. The loss is \$30,000. Incendiarism is suspected.

Winnipeg, Man.—L. M. Pugh, mgr. for the Reliance Grain Co., and Douglass Laird, sec'y of the Atlas Elvtr. Co., were each presented with a gold wrist watch and a pair of blankets by the members of the Grain Exchange on the occasion of their departure for France where they will enter the service of the Canadian Red Cross. The presentation was made by W. R. Bawlf, pres. of the Grain Exchange.

## COLORADO

Denver, Colo.—The Growers' Grain Co. is closing its grain business and will carry on a brokerage business under another name.

Boyd Sta. (Loveland p. o.), Colo.—The Johnstown Mill & Elvtr. Co. has let contract to the White Star Co. for the erection of an elvtr.

Atwood, Colo.—The office of the elvtr. of J. J. Ackerman, which is operated under lease by the Spelts Grain Co., of Sterling, was damaged to the extent of \$500 by a recent fire.

Denver, Colo.—Phil Potter, formerly with the Isbell Bean Co., is now traveling representative for the T. D. Phelps Grain Co., his territory covering Colorado, Wyoming and Western Nebraska.

Milliken, Colo.—The Farmers Union Mlg. & Elvtr. Co., which bot the plant of the Royal Mlg. & Elvtr. Co., has been incorporated with capital stock of \$200,000, and a paid in capital of \$85,000. The following officers have been elected: J. M. Collins, pres.; D. T. Vinsonhaler, sec'y; and David Roberts, mgr.

## IDAHO

Kamiah, Ida.—A 40,000-bu. elvtr. is to be built at this place.

Hagerman, Ida.—Hagerman Co-operative Merc. & Mlg. Co., incorporated; capital stock, \$25,000.

Kendrick, Ida.—C. F. Byrne, formerly a merchant here, has sold his business, and will enter the grain business.

Caldwell, Ida.—The capacity of our elvtr. "A" is 90,000 bus.; of elvtr. "B," 150,000 bus. Jay Galligan is mgr. and P. V. Kelly is assistant mgr.—Caldwell Flour Mills.

Genesee, Ida.—At the annual meeting of the Farmers Union of Genesee H. J. Herman was elected pres.; W. E. Tipton, sec'y.

Caldwell, Ida.—Regarding the recent report that we will build an elvtr. and warehouse, will say that nothing definite has been decided as to building.—Holt Seed & Grain Co.

Ido, Ida.—I have quit buying grain for the Albers Bros. Mlg. Co. and have removed to my farm. The Lewis County Rochdale Co. is now buying for the Albers Bros. Mlg. Co.—F. S. Baer.

Dubois, Ida.—Wm. Garretson is mgr. for the Farmers Grain & Mill Co., which operates an elvtr. and warehouse here. The Dubois Mlg. Co. expects to buy grain, but its plant has not been completed and it is not known who will be the mgr.—X.

Cottonwood, Ida.—The Farmers Union, which operates a 50,000-bu. elvtr., is increasing its capital stock and will build another house of 100,000 bus. capacity. A 100,000-bu. elvtr. also is to be erected by the Cottonwood Mlg. & Elvtr. Co., which now has a plant of 75,000 bus. capacity. Each of the new elvtrs. will cost \$25,000.

Grangeville, Ida.—The Farmers Union Warehouse & Supply Co. has let the contract for the building of its new elvtr. to the Calhoun Construction Co., work to begin at once. The elvtr. will have a storage capacity of 110,000 bus. and is to be of crib construction. It will be equipped with Invincible Compound Shake Double Receiving Separators backed by Richardson Wheat and Oat Separator. The machinery will be driven by electric motors.—R. T. Carey, Great Falls, Mont.

Fenn, Ida.—The Farmers Union Warehouse & Supply Co. has let the contract for the building of its new elvtr. to the Calhoun Construction Co., work to begin at once. The elvtr. will have a storage capacity of 80,000 bus. and is to be of crib construction. It will be equipped with Invincible Compound Shake Double Receiving Separators backed by Richardson Wheat and Oat Separator. The machinery will be electrically driven.—R. T. Carey, Great Falls, Mont.

## ILLINOIS

Argenta, Ill.—The Argenta Grain Co. is installing a drier at its elvtr.

Smithshire, Ill.—The Shontz Grain Co. has filed notice of dissolution.

Barrow, Ill.—H. E. McClane is now mgr. of the elvtr. of V. E. Elmore.

Herscher, Ill.—Fred Sledentop has bot the elvtr. formerly operated by Inkster Bros.

Buckingham, Ill.—J. A. Urbain has bot the elvtr. formerly operated by Inkster Bros.

Rantoul, Ill.—Jesse Summers, formerly of Ambia, Ind., is now mgr. for the Rantoul Grain Co.

Ellsworth, Ill.—The elvtr. of the Ellsworth Grain Co., which was owned by G. G. Bartsch who died last fall, has been sold to Richardson & Lauritson.—A. Denms.

Welland sta. (Mendota p. o.), Ill.—C. J. Bader has been re-elected mgr. of the Penrose Elvtr. Co.

Piper City, Ill.—The A. W. Wrede elvtr. has been sold to the Farmers Grain Co.—C. A. Burks, Decatur.

Rockport, Ill.—The Shaw-Garner Co. has sold its 15,000-bu. elvtr. to the M. D. King Mlg. Co., of Pittsfield.

Cerro Gordo, Ill.—The Cerro Gordo Grain & Coal Co. at its annual meeting elected W. S. Hurd pres.

Morrisonville, Ill.—Percy Voaden, formerly of Waggoner, is now assistant mgr. of the Morrisonville Elvtr. Co.

Dickey Siding sta. (Herscher p. o.), Ill.—Albert Sledentop has bot the elvtr. formerly operated by Inkster Bros.

Boyer Siding sta. (Buckingham p. o.), Ill.—Mary E. Cooley has bot the elvtr. formerly operated by Inkster Bros.

Laura, Ill.—The elvtr. at this place, formerly operated by the Davis Grain Co., will be operated by Davis Bros.

Lovington, Ill.—Geo. L. Lindsay, mgr. of the Lovington Grain Co., has been re-employed at an increased salary.

Palestine, Ill.—The elvtr. of the J. G. Welters Grain Co. is standing idle.—C. K. Mills, with G. W. Bishop & Co.

Prairie City, Ill.—George Wrestler, formerly of Vermont, is mgr. of the recently completed elvtr. of Bader & Co.

Bement, Ill.—At the annual meeting of the Bement Grain Co., held recently, Thomas Lamb was re-elected pres.

Seymour, Ill.—It is not settled yet as to whether the farmers, who recently organized an elvtr. here, will buy or build.

Oneida, Ill.—At the recent annual meeting of the Farmers Elvtr. Co. A. R. Shaw was elected pres. and Chas. Bros. sec'y.

Pike sta. (Louisiana p. o.), Ill.—The M. D. King Mlg. Co., of Pittsfield, has bot the 10,000-bu. elvtr. of the Shaw-Garner Co.

Blacklands, Ill.—The B. B. Farmers Co-operative Elvtr. Co., recently incorporated at Boody, will build an elvtr. at this place.

Stronghurst, Ill.—The Farmers Grain & Merchandise Co. is contemplating increasing its capital stock from \$10,000 to \$20,000.

Wilton, Ill.—The Andres-Wilton Farmers Grain & Supply Co. contemplates increasing its capital stock from \$15,000 to \$30,000.

Toulon, Ill.—The Toulon elvtr., formerly operated by the Davis Grain Co., will be operated in the future by Davis Bros. & Potter.

Bourbon, Ill.—Herman Ray has bot a ½ interest in the elvtr. and grain business of C. E. Davis and will become mgr. about Mar. 1.

Illipolis, Ill.—Henry Shafer was elected pres. and E. M. Hurt sec'y of the Illipolis Farmers Grain Co. at the recent annual meeting.

Galena, Ill.—The Galena Mlg. Co. incorporated; capital stock, \$50,000; incorporators, Gus. E. Brown; M. E. Brown; and B. Bogenrife.

New Canton, Ill.—The M. D. King Mlg. Co., of Pittsfield, has bot the elvtr. of the Shaw-Garner Co. The house is of 15,000 bus. capacity.

Cuba, Ill.—There has been some talk about the erection of an elvtr. by a farmers company, but as yet nothing definite has been done.—X.

Peoria, Ill.—The tower at the drier building of the old Iowa Elvtr., now owned by the American Mlg. Co., was demolished by a high wind Feb. 14.

Thawville, Ill.—The Thawville Farmers Grain Co., of which I am pres., has not decided whether it will buy or build an elvtr.—J. W. Lawrence.

Fullerton, Ill.—The Farmers Union recently bot the old Omaha Elvtr., formerly under the management of J. N. Campbell. The consideration was \$4,500.

Lanesville, Ill.—The Lanesville Farmers Grain Co., which engaged in the grain business last fall, has increased its capital stock from \$13,000 to \$16,000.



Elders sta. (Colfax p. o.), Ill.—The elvtr. of the Colfax Grain Co. has been completed and is now in operation. The plant is operated by electric power.

Thomasboro, Ill.—The annual meeting of the Farmers Elvtr., Grain, Lumber & Coal Co., was held recently, Geo. Babb being elected pres., and R. E. Rising, mgr.

Atwood, Ill.—The Atwood Grain & Supply Co. incorporated; capital stock, \$25,000; incorporators, Philo Wildman; A. R. Livengood; Guy W. Quick, and others.

Galesburg, Ill.—Ernest T. Larimer has resigned his position with Lamson Bros. & Co. to resume his former position as mgr. of the Farmers Galesburg Elvtr. Co.

Decatur, Ill.—Sec'y E. B. Hitchcock, of the Illinois Grain Dealers Ass'n, has returned to his desk after having spent a few days in a Chicago hospital because of illness.

Sullivan, Ill.—I have just purchased the four elvtrs. of the Sullivan Elvtr. Co. including the one here at Sullivan, and those at Cushman, Kirksville and Dunn.—E. W. Davis.

Nokomis, Ill.—Farmers in this community are organizing a company to engage in the grain business. Ferd Meier is temporary sec'y of the organization.

Tampico, Ill.—The annual meeting of the Farmers Mutual Elvtr. Co. was held recently and the following officers were elected: F. A. Brewer, pres.; Max V. Brown, sec'y.

Sciota, Ill.—The Farmers Elvtr. Co. of Sciota, incorporated; capital stock, \$15,000; incorporators, C. P. Kline, G. C. James, C. A. Bryan, Fred Ruebush and Walter Keys.

Annawan, Ill.—The annual meeting of the stockholders of the Farmers Grain & Supply Co. was held recently. J. W. Moon was elected pres., and Chester L. Parker, sec'y and treas.

Galesburg, Ill.—The Davis Grain Co. has been granted a decree of dissolution and henceforth will be conducted as a partnership with Fred E. W. Davis and J. E. Potter as the partners.

Watseka, Ill.—The Peoples Grain & Lumber Co. recently closed a deal with the Central Illinois Utilities Co. for the cement coal bins at its old plant along the south side of the T. P. & W. R. R.

Elwin, Ill.—The Farmers Elvtr. Co., which was recently incorporated with a capital stock of \$20,000, has purchased the elvtr. of G. S. Connard & Co. at a cost of \$12,000. Martin Connard is the present mgr.

Peoria, Ill.—The Board of Trade has filed a complaint with the public utilities com'isn against all railroads running into Peoria relative to alleged unreasonable rates on grain shipments from this city and vicinity to points in Illinois.

Arenzville, Ill.—The old roller mill, one of the landmarks here, is being torn down upon complaint of the elvtr. company. The mill, which has been closed for several years, was last operated by McElroy & Treadway.

Hurlbut sta. (Elkhart p. o.), Ill.—A. O. Waddle, formerly of Springfield, is now mgr. for the Hurlbut Co-operative Co., succeeding H. A. Canham, who resigned to engage in the grain business with his brother at Virden.

Chatten sta. (LaPrairie p. o.), Ill.—At the annual meeting of the stockholders of the Chatten Co-operative Elvtr. Co. the capital stock was increased from \$12,000 to \$20,000, and the name was changed to the Chatten-LaPrairie Co-operative Elvtr. Co.

Illiopolis, Ill.—Lee G. Metcalf, former pres. of the Illinois Grain Dealers Ass'n, and of the Grain Dealers National Ass'n, is now identified with the Mansfield-Ford Grain Co., which operates elvtrs. at this place and at Lanesville and Lake Fork. Mr. Metcalf was formerly associated with Mr. Ford, the firm name for 17 years being Ford & Metcalf.

Boody, Ill.—The B. B. Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, D. L. Pistorius, W. F. Bailey, Frank Brown, and others. The company has applied for a site on the railroad on which to build an elvtr.

Chesterville sta. (Lincoln p. o.), Ill.—The Chesterville Farmers Grain Co., recently incorporated with capital stock of \$15,000, has purchased the 2 elvtrs. at this place owned by Holmes & Maurer. The combined capacity of the 2 elvtrs. is 125,000 bus.

Cairo, Ill.—The Board of Trade has issued circulars notifying the trade that on and after March 1, 1918, a charge of 90c per car on all grain inspected inbound, when the moisture test is required or given, and 65c per car inbound on all other grain, shall be made.

Aledo, Ill.—The Z. S. McGinnis Co. contemplates disposing of 51% of its stock to farmers in the county, thereby giving the control of the corporation to the farmers. The company has bot the T. J. Heald Estate coal and grain business and this will be taken over by the new company.

Tuscola, Ill.—Frank A. Warren recently sold his elvtr. and coal business to Fred Rose, his former chief clerk. Mr. Rose in turn sold one-fourth interest in the property to Frank W. Read and one-half interest to C. A. Davis. The new firm will now be known as the Davis-Rose Grain Co.

Nokomis, Ill.—Adolph Oberle, who was engaged in the grain business at Raymond for a number of years, and who sold his elvtr. a short time ago, recently closed a deal with Wm. Hand for the old mill which he will convert into an up-to-date elvtr. Mr. Oberle expects to begin business about April 1.

Tabor, Ill.—Henry Finck, an employe at the elvtr. of the Tabor Co-operative Grain Co., was killed Feb. 12 when he fell from a window in the top of the elvtr. He had gone to the top of the house to do some work and his body was found on the railroad tracks below. It is not known just how the accident occurred.

Beardstown, Ill.—When a young man, giving the name of Frank Cole, was arrested as a vagrant at Hannibal, Mo., recently he is said to have confessed to the police that he had been offered \$5,000 to blow up the mill and elvtr. of Schultz, Baujan & Co. at this place. He was returned to this city and turned over to the authorities.

Peoria, Ill.—The American Oats Co., which is being organized with A. S. Hagerty, of the firm of Hagerty Bros., as one of the principal owners, contemplates erecting a mill and elvtr. here. The new concern will manufacture oatmeal, cornmeal and other cereals. It will have a capacity of 300 bus. of oatmeal and 1,000 bus. of corn daily. The firm will be capitalized at \$150,000.

Pleasant Hill, Ill.—We have only one elvtr., that of Elmore & Lemmon, here at present. I understand farmers are making an effort to organize a company to build an elvtr., and the general opinion is that the project will go thru. There is nothing definite as to officers, but the name of the organization will probably be the Pleasant Hill Farmers Co-operative Elvtr. They contemplate building an entirely new elvtr. and expect it to be completed in time to handle the next crop.—X.

Pesotum, Ill.—The elvtr. of Davis, Burton & Gardner is being equipped with electric power. Two motors, one 25-h. p. and the other 15-h. p., will drive all the machinery of the plant. The change is being made because of a breakdown which occurred recently, when the gasoline engine which furnished the motive power for 23 years refused to work. The engine will be repaired and kept in running order for emergency purposes. A steam engine is being used to operate the plant until the motors are ready for use.

## CHICAGO LETTER.

C. H. Thayer & Co. sold a car of fancy barley Feb. 21 at \$2, the highest price since 1868.

Phillander Pickering, who was a member of the Board of Trade from 1875 to 1911, died recently.

Mrs. Etta Rosenbaum Glaser, wife of Edward L. Glaser, pres. of Rosenbaum Bros., died Feb. 10.

George S. Bridge, of Bridge & Leonard, has been made a buyer of grain, hay and straw for the government, with headquarters in Chicago.

William L. Heptig, a member of the Board of Trade, has been appointed 1st lieutenant in the Third Regiment, Illinois Reserve Militia, and assigned as battalion adjutant.

In an effort to locate who has been behind the big buying in May oats the directors of the Board of Trade have asked a number of the large houses who have done most of the buying of late for reports on all open trades, the reports to show for whom the trades have been made.

The following resolution was adopted by the directors of the Board of Trade Feb. 19: Resolved, That all opinions or advice, expressed or implied, as to the probable course of the markets for corn, oats or provisions for future delivery, in market letters or on the wires, public, private or telephone, be discontinued until April 1, 1918.

Edward J. Bawlf, H. D. Dickey, J. D. Frazer and J. E. Jenkins have applied for membership in the Board of Trade. Lew C. Dillon, Sr., has been admitted to membership and the memberships of W. J. Scott, Thomas J. Prindiville and the estate of Alexander Stewart have been posted for transfer. Memberships are selling at \$4.375 net to buyer.

At a meeting of the directors of the Board of Trade Feb. 21 the following resolution was adopted: Resolved, That all transactions in offers in May oats executed on Feb. 20, 1918, and good on Feb. 21, 1918, at 90% or higher, shall be declared void, and that the seller shall refund the buyer the price of such indemnities. A special com'te was appointed to deal with offers other than those mentioned.

A. Stamford White, pres. of the Board of Trade, has appointed the following com'te to solicit subscriptions for future Liberty Loans: A. V. Booth, chairman; Joseph P. Griffin, A. F. Lindley, J. M. McClean, J. F. MacKenzie, W. L. Gregson, Edward A. James, Joseph Simons, J. H. Scoville, Samuel Wolff, Fred A. Paddleford, John D. McDougall, Charles F. Hanson, Edward Heimers, Samuel Raymond, A. G. Delaney, J. W. Booth, R. A. Schuster and C. W. Hohenadel.

Edward M. Higgins, a member of the Board of Trade, and a former vice-pres. of the Armour Grain Co., died Feb. 15. Mr. Higgins' first business experience was on the Board of Trade, as a member of the firm of Higgins & Gilbert. After this he operated a line of elvtrs. in Nebraska, and later he became connected with the Armour Grain Co., from which he retired in 1906. He went abroad for a number of years and bot a large estate and castle in Wales, but when the war began he returned to Chicago and again became active in the grain and stock markets, continuing the business until his death.

## INDIANA

Kempton, Ind.—I have removed from Whitestown, Ind., to this place.—Chas. N. Clark.

The following are new members of the Indiana Grain Dealers' Ass'n: Ernest W. Boldt, Waynetown; J. W. Hubbard, Monrovia; John W. Wright, Clinton; Earl Haun, Burlington.



Chalmers, Ind.—The Chalmers Grain Co. incorporated; capital stock, \$20,000; incorporators, J. S. Minch; S. M. Burns.

Kniman, Ind.—I am now located at this place where I am agt. for Babcock & Hopkins, of Rensselaer, Ind.—John O'Connor.

Ora, Ind.—John F. Merkert, a farmer of Bass Lake, has bot the elvtr. of Ira E. Rinehart and will take possession immediately.

Dunn sta. (Ambia p. o.), Ind.—We have changed our postoffice address from Fowler to Ambia.—Dunnington Grain Co., F. P. Grau, mgr.

Warsaw, Ind.—We have no knowledge of the Farmers Equity Union said to have been recently incorporated here.—Green Bros. & Oldfather.

Parker, Ind.—The plant and business of the Parker Grain Co. has been bot by H. Dickey, of Ansonia, O. W. E. Rooker, who has been mgr. for several years, will be retained in that capacity by the new owner.

The following shippers have been elected to membership in the Indiana Grain Dealers Ass'n: W. F. Stock, Modoc, Ind.; Kern & Kirtley Grain Co., Whitestown, Ind.; Collingwood Bros., Pendleton, Ind.—Chas. B. Riley, sec'y.

Winslow, Ind.—The Winslow Mfg. Co., which operates a mill and elvtr. here, has filed articles of incorporation. Capital stock, \$20,000; incorporators, Charles J. Reimers, Geo. A. Hurst, Herman Bryant, David Ingle, William D. Ingle.

Frankfort, Ind.—Carl Sims, proprietor and mgr. of the J. T. Sims Grain Co. and the Sims Mfg. Co., has been appointed representative of the grain and milling industries to assist H. E. Barnard, Food Administrator for this state, in handling problems pertaining to the trade.

Seymour, Ind.—J. L. Davis, who succeeded the late E. Blish Thompson as sales mgr. for the Blish Mfg. Co., has resigned. Charles E. Appel, who has been Mr. Davis' assistant for the past 2 years, will take Mr. Davis' position, and John A. Shields, formerly of Minneapolis, Minn., will be assistant to the mgrs.

#### INDIANAPOLIS LETTER.

The work house of the Big Four Elvtr. has been enlarged 14x42 feet, and 75 cars can be accommodated daily on the additional trackage recently completed. This elvtr. is owned and operated by the Urmston Grain Co.

W. E. Kinney, of the Kinney Grain Co., is to have the assistance of W. S. McDonald in the management of the business. Mr. McDonald, who has had a wide experience in the grain business, has been identified with the firm for a number of years.

An eight-story modern flour mill will replace the old structure of the Acme-Evans Co., which was burned last fall. The contract for the construction of the building has been let. The new bldg., which will cost \$90,000, will be of reinforced concrete construction and will be fireproof.

#### IOWA

Breda, Ia.—The Breda Elvtr. Co. has dissolved partnership.

Lorah, Ia.—C. E. Brick, formerly of Elliott, is engaging in the grain business here.

Essex, Ia.—The Farmers Co-operative Exchange has increased its capital stock to \$25,000.

Ackley, Ia.—I have bot and will operate the elvtr. on the Illinois Central R. R.—N. J. Minnis.

Oyens, Ia.—J. L. Doud, formerly of Cascade, Ia., is now mgr. of the Oyens County Co-operative Co.

Randolph, Ia.—S. T. Rhode & Co. are repairing their elvtr., the work being practically completed.

Bolan, Ia.—H. T. Doughan, of Mullin & Doughan, was married recently to Miss Anna Kelly, of Erin Township.

Bussey, Ia.—Ira Smock, formerly of North Bend, Neb., is now in charge of the business of the Wilkins Grain Co.

Ames, Ia.—Julian Koehne has been chosen mgr. for the Farmers Union Elvtr. Co. to succeed Charles Haverfield, who resigned.

Lake Park, Ia.—W. A. Brunemeier is mgr. and Fred Wiechman, Jr., is ass't mgr. for this company.—Farmers Exchange.

Ida Grove, Ia.—D. E. Shorrett, of this place has let contract to the Younglove Construction Co. for the erection of a grain elvtr.

Pierson, Ia.—We will build a 10,000-bu. addition to our elvtr. this spring, and put in a new dump and feed grinder.—Wm. Grettenberg Grain Co.

Silver City, Ia.—This company contemplates erecting an elvtr. and engaging in the grain business.—The Big Store Co., Sam C. Freiden, mgr.

Ireton, Ia.—R. E. Staben has let contract to the Younglove Construction Co. for the extensive remodeling and repairing of his elvtr. at this place.

Beaver, Ia.—Mr. Smith, an employee at the elvtr. of the Quaker Oats Co., had his hand pierced by a nail recently, and it has given him considerable trouble.

Stout, Ia.—Tom Fitzpatrick is pres. of the Farmers Co-operative Elvtr. Co., Fred Helmers is sec'y and C. D. Stackhorn is treas.—A. D. Weir, mgr.

Atalissa, Ia.—We have sold our elvtr. at this place to the Merchants Elvtr. Co., of Davenport, possession being given Jan. 15.—Rothschild Grain Co., Atlantic.

Truesdale, Ia.—The Truesdale Farmers Elvtr. & Supply Co. is contemplating installing a new 10-h.p. oil engine, automatic scale and chain or rope drive.

Kent, Ia.—The Farmers Co-operative Shipping Co. has bot the grain, coal and livestock business of Riggs Bros. and will conduct the business in the future.

Marble Rock, Ia.—The Farmers Elvtr. Co. held its annual meeting recently and the following officers were elected: Charles Easterday, pres.; Loren Inman, sec'y.

Elliott, Ia.—C. E. Brick, who was formerly engaged in the grain business here with me, has removed to Lorah, where he is starting a grain business.—D. W. Brick.

Lamoni, Ia.—The Farmers Grain & Seed Co. has let contract to the Younglove Construction Co. for the erection of a grain elvtr. and corn handling plant at this place.

Elberon, Ia.—M. L. Bremer, mgr. of the Independent Grain & Lbr. Co., has resigned his position with that company, and March 1 will take charge of the Farmers Elvtr. Co.

Manning, Ia.—We contemplate building an elvtr. or adding steel tanks at our mill during this season. Satisfactory plans for the exact location have not been made.—Doud Mfg. Co.

McGregor, Ia.—Gilchrist & Co. have taken down their coal sheds and will build an up-to-date elvtr. on the site.

Jewell, Ia.—Chas. Martin, who has been mgr. for the Farmers Elvtr. Co., has resigned that position and has removed to Omaha, where he is with the Nebraska-Iowa Grain Co.

Nashua, Ia.—J. W. Pierce & Sons have purchased the elvtr. of Granger & Putney and will take possession as soon as the latter firm can clear out the grain they now have on hand.

Sioux City, Ia.—Construction has commenced on the drier at the new terminal elvtr. of M. King & Co. It has a capacity of 20,000 bus. of corn a day and is the only drier in the city.

Fort Dodge, Ia.—The 14th annual convention of the Farmers Grain Dealers Ass'n was held here recently. J. S. Cuttington, of Stratford, was elected pres., and F. M. Meyer, of this place, sec'y.

Marne, Ia.—Work is about to start on the new elvtr. to be built here by the Rothschild Grain Co. to replace the one destroyed by fire Feb. 10. The new elvtr. will be of 30,000 bus. capacity. The cost will be \$10,000.

Page Center sta. (Page p. o.), Ia.—The farmers in this vicinity have organized Farmers Elvtr. Co. and bot the general store of B. F. Mitts, but are not handling any grain. I still operate the elvtr. at this place.—R. Daniel.

Marne, Ia.—Our elvtr. at this place, containing about 12,000 bus. of grain, was destroyed by fire recently. We have let the contract for a new elvtr. to the Newell Construction & Machinery Co. The capacity of the new house will be 30,000 bus.—Rothschild Grain Co., Atlantic.

Scranton, Ia.—As recently reported, our new elvtr. gave us a little trouble, an oats bin over the driveway bulging; but the builder repaired the damage by adding more rods. Except for this slight defect the house has given satisfaction. We have recently added a bookkeeper to our office force, Miss June Smith being employed for the position. At our annual meeting Frank Hatch was elected pres., Geo. Knaus, sec'y, and G. D. French, mgr.—Farmers Elvtr. Co.

#### KANSAS

Gardner, Kan.—L. M. Blacker has bot a site and will build an elvtr.

Nettleton, Kan.—The Kansas Flour Mills Co. has closed its elvtr. at this station.

Bazine, Kan.—W. H. McCafferty is now mgr. for the Bazine Equity Exchange.

Lawrence, Kan.—John McClune, formerly with the Derby Grain Co., has removed to Garnett.

Maize, Kan.—The Larabee Flour Mills Corporation, of Hutchinson, has bot the Mulholland Elvtr.

Barnes, Kan.—The Washington County Farmers Co-operative Union is installing a motor at its elvtr.

Stafford, Kan.—The Farmers Elvtr. Co. is contemplating the erection of a flour mill in addition to its elvtr.


Salina, Kan.—The Shellabarger Mill & Elvtr. Co. is contemplating increasing the capacity of its elvtr. and mill.

Oakley, Kan.—The Farmers Union Co-operative Mercantile & Elvtr. Co. incorporated; capital stock, \$10,000.

The 6th annual convention of the Farmers Co-operative Grain Dealers Ass'n will be held at Wichita, Mar. 16-18.

Kent sta. (Hutchinson p. o.), Kan.—A. E. Turner is now agt. for the Kansas Flour Mills Co.—Kansas Grain Co.

Seguin, Kan.—We are compelled to discontinue our business on account of the writer being in the draft and expecting to be called most any day.—Seguin Grain Co., E. A. Schneider.



Bill your next Car of Grain  
to  
**HENSEY & OWEN**  
GRAIN COMMISSION  
MILWAUKEE



Ransom, Kan.—No elvtr. is to be built here this year. I have just bot the Graham feed business.—D. E. Bondurant.

Wilson, Kan.—The Farmers Elvtr. Co. contemplates making improvements and repairs in its engine house this summer.

Hartford, Kan.—Upon the death of G. D. Carpenter, Chas. E. Cole resumed his former position as mgr. of R. D. Carpenter & Co.

Topeka, Kan.—Mr. McMahan, formerly with the Derby Grain Co. at Alma, is now in charge of the elvtr. of the Derby Grain Co. at this place.

Powhattan, Kan.—B. E. Stratton, agt. for the Derby Grain Co., will remove to Sabetha to take charge of the company's elvtr. at that place.

Newton, Kan.—The Newton Mlg. & Elvtr. Co., which is about to embark in the corn mlg. business, is installing the necessary machinery.

Highland, Kan.—The Highland Grain Co. has sold its elvtrs. at this place, Marcell and Ratcliffe, to the Aunt Jemima Mills Co., of St. Joseph, Mo.

Sylvia, Kan.—The Midget mill, which is being installed by the Sylvia Grain & Supply Co., is nearing completion, and is already doing some grinding.

Minneapolis, Kan.—James Upjohn, was seriously injured recently when his clothing became entangled in a shaft in the mill of the Jackman Roller Mills.

Alma, Kan.—Mr. McMahan, formerly with the Derby Grain Co. at this place, has removed to Topeka, where he has charge of an elvtr. for the same company.

Hugoton, Kan.—The H. B. Wheaton Grain Co. is building a warehouse, 24x40 feet, near its elvtr. The warehouse will be used for the storage of feed and seeds.

Gerlane, Kan.—The Larabee Flour Mills Corporation, of Hutchinson, has bot the elvtr. of M. J. Lane, which has been operated under lease by the Stevens-Scott Grain Co., of Wichita.

The following grain dealers have been admitted to membership in the Kansas Grain Dealers Ass'n: F. E. Michaels, Scranton; Karnowski & Meyers, Centralia; Hebron Elvtr. & Sh. Ass'n, Hebron; Gordon Grain Co., De Soto.—E. J. Smiley, sec'y.

Hutchinson, Kan.—The Reno County Flour Mills Co. has been organized by L. H. Pettit, George Gano and others, and the Company has let contract for the erection of a 1,000-bbl. mill, a large warehouse and a 150,000-bu. elvtr. The entire plant will be of reinforced concrete.

Sabetha, Kan.—The Derby Grain Co. will move its principal office from this place to Topeka about Mar. 1. This change is made necessary by the recent purchase of the Central Flour Mills at Topeka. C. L. Parker, sec'y-treas. of the company, will remove to Topeka, and B. E. Stratton, now agt. for the company at Powhattan, will be placed in charge of the business here.

The 21st annual meeting of the Kansas Grain Dealers Ass'n will be held at Topeka, May 28 and 29. Four sessions will be held, and 1 evening will be given to entertainment. Sec'y Smiley has announced that if 100 or more of the dealers wish to visit Kansas City before returning home after the close of the convention special coaches will be arranged for their accommodation.

Sec'y Smiley of the Kansas Grain Dealers Ass'n has asked members of the Ass'n to furnish to him a statement as to the number of cars needed for grain shipments, and they are asked also to report cases where box cars have been furnished for loading commodities other than grain and grain products in carlots, where cars have been delayed in loading more than 48 hours, and all instances of delay in movement after billing has been furnished. This data is being gathered for the purpose of showing to the authorities the importance and necessity of moving the grain that remains on the farms and in country elvtrs.

Winfield, Kan.—The mill erected by G. Clinton Adams for use in connection with his elvtr. has been completed and is now in operation.

Hurley sta. (no p. o.), Kan.—The Farmers Equity Exchange has awarded the contract for the erection of a new elvtr. at this place to the White Star Co., construction to begin in the very near future. The name of this station, which is on the Dodge City and Cimarron branch of the Santa Fe south of Dodge City, has not been definitely decided upon.

## KENTUCKY

### LOUISVILLE LETTER.

S. Zorn was recently appointed pres. of the Louisville Water Co. The position occupies but part of his time.

Ensign Charles T. Ballard, Jr., son of Charles T. Ballard, pres. of the Ballard & Ballard Co., was married recently to Miss Mae Taber. Ensign Ballard was home on furlough from the navy at the time of his marriage.

Robert B. Lancaster, who was sec'y-treas. of the Louisville Cereal Mills Co. for a number of years, and formerly of Lebanon, Ky., has removed to Lafayette, Ind. He and his brother, John A. Lancaster, have purchased the Lafayette Corn Flour Mills.

## LOUISIANA

New Orleans, La.—Jeff D. Hardin, Jr., recently resigned as vice-pres. of the J. H. W. Seale Co. to devote his time to his personal interests.

## MARYLAND

Mount Airy, Md.—William H. Runkles, who was engaged in the mlg. and grain business here for many years, died Feb. 8 at the age of 78 years.

### BALTIMORE LETTER.

Allan M. Clement and G. Schiaffino have applied for membership in the Chamber of Commerce.

Baltimore, Md.—Edward Ralph Harris, son of Wm. E. Harris, a member of the Chamber of Commerce, was married recently to Miss Mary Ada Oliphant.

G. A. Hax, of the firm of G. A. Hax & Co., has been elected vice-pres. of the German American Fire Ins. Co. Mr. Hax has been a director in the company since 1890.

Julius H. Barnes, pres. of the Food Administration Grain Corporation, was the guest of honor at a dinner given by James C. Legg, retiring pres. of the Chamber of Commerce, at the close of his term of office.

The members of the executive com'te of the Chamber of Commerce for the ensuing year are: Eugene Blackford, chairman; A. R. Dennis, vice-chairman; J. Barry Mahool, Charles J. Landers and Frank S. Dudley.

## MICHIGAN

Holly, Mich.—The new plant of the Holly Grain & Produce Co. is now in operation.

Elwell, Mich.—We are installing a new 50-h.p. gas engine in our elvtr.—Elwell Elvtr. Co.

Holland, Mich.—Ben Roberts has succeeded Elmer Raph as agt. for the Atlas Elvtr. Co.

Saginaw, Mich.—William T. Carr, sec'y of the Walcott Grain Co., died Feb. 6, of pneumonia.

Postoria, Mich.—P. I. Stiles has succeeded Stiles Bros. in the grain business.—C. A. Manchester.

Escanaba, Mich.—Clyde Hewitt, of the Hewitt Grain & Provision Co., has been appointed captain of the local company of Michigan State Troops.

Freeland, Mich.—The A. D. Laur bean elvtr. was totally destroyed by fire recently. The loss will amount to \$2,000, 300 bus. of beans being burned.

Ottawa Lake, Mich.—The capital stock of the Ottawa Lake Elvtr. Co., has been increased from \$10,000 to \$30,000.

Ypsilanti, Mich.—We contemplate doubling the capacity of our elvtr. by building additional wood storage. The plant will then have about 14,000 bus. capacity.—Martin Dawson Co.

Woodland, Mich.—The elvtr. at this place has been closed for a number of years, but we understand that it has been taken over by a farmers company and that it is again to be operated. We do not know how soon it will be placed in operation.—Hastings Mlg. Co., Hastings.

Chelsea, Mich.—We have increased the capacity of the mill which we operate in connection with our elvtr. from 75 bbls. to 125 bbls. and are now installing a 50-bbl. rye mill in the same building. As soon as this is completed we will install equipment for making corn meal.—The Wm. Bacon-Holmes Co.

Grand Rapids, Mich.—The grain dealers in this district have organized the Grand Rapids Grain Exchange, with headquarters on the third floor of the Ass'n of Commerce Bld'g. William S. Rowe was elected pres.; Bert Henderson, vice-pres.; J. E. Maloney, sec'y; F. A. Voigt, assistant sec'y; and Minor Walton, treas. The officers with F. E. Lewellyn, John Higgins, L. Fred Peabody and F. W. Hinyan constitute the directorate.

Detroit, Mich.—The Detroit Grain Drier Corporation has been formed with A. S. Dumont as pres.; H. C. Carson, vice-pres.; H. B. Simmons, treas., and M. S. Donovan, sec'y. The officers, with T. W. Swift and F. N. Blinn, make up the list of stockholders who are interested in the corporation. A No. 6 Hess Drier with capacity of 12,000 bus. per day has been installed at the Union Elvtr. for use in drying grain for stockholders. The Corporation has been incorporated with capital stock of \$15,000.—T.

## MINNESOTA

Argyle, Minn.—R. A. Johnson is now mgr. for the National Elvtr. Co.

Sleepy Eye, Minn.—The Farmers Elvtr. Co. will erect a 1,200-ton coal elvtr.

Hutchinson, Minn.—W. Torrey has succeeded me as agt. for the State Elvtr. Co.—H. Walker.

Armstrong, Minn.—There is no elvtr. here and at present we do not contemplate building one.—B. Whittemore.

Lakeland, Minn.—We have sold our elvtr. to M. H. O'Halloran, of Minneapolis.—The R. E. Jones Co., Wabasha.

Wabasha, Minn.—The report that we have sold our elvtr. at this place to the Hunting Elvtr. Co. is not correct.—The R. E. Jones Co.

Winthrop, Minn.—The officers of the Winthrop Farmers Elvtr. Co. are as follows: A. F. Stressman, pres.; A. L. Olson, sec'y; H. F. Lickfett, mgr.

St. Paul, Minn.—The Capital City Mlg. & Grain Co. will erect a mill and elvtr. to cost \$150,000. The elvtr. will have a capacity of 200,000 bus. and mill will be of 1,500 bbls. capacity. Work on the plant will begin as soon as the weather will permit. The capital stock of the company has been increased from \$100,000 to \$250,000.

### DULUTH LETTER.

C. G. Franks, who has been Federal Grain Supervisor at this market, is now stationed at Washington.

H. J. Atwood, Charles F. Haley and E. S. Ferguson have been appointed members of the sampling and inspection com'te of the Board of Trade.

The Board of Trade has asked the Minneapolis Chamber of Commerce to co-operate with it in sending a com'te to Washington to ask that wheat crops, during the coming season, be insured against loss, at least to the value of the seed planted and for the labor and expense incurred for planting and cultivating.



Application has been made for the transfer of the Board of Trade membership of G. P. Harbison, formerly with A. D. Thomson & Co., to J. W. Galvin, who is sec'y-treas. of the company. Mr. Harbison is now serving with the army in France.

#### MINNEAPOLIS LETTER.

The W. A. Thomas Co. has retired from the grain brokerage business.

J. C. Atkins, who was formerly with Randall, Gee & Mitchell, is now with the Atkins Grain Co.

H. B. Blackey has made application for a traveling representative's license to represent the Minneapolis office of the Bartlett-Frazier Co.

Independent grain dealers of the Northwest held a meeting at the Hotel Dyckman Feb. 21 to consider the advisability of organizing a country shippers ass'n.

J. B. Gilfillan, Jr., who was a member of the firm of the Gilfillan-Redmond Co., has gone to France to take up Red Cross work, and the business of the company has been taken over by the Bartlett-Frazier Co.

The International Cereal Co. has been admitted to corporate membership in the Chamber of Commerce. The following memberships have been transferred: From N. J. Olsen to N. R. Olsen, M. L. Kane to J. C. Atkins.

The Chamber of Commerce recently unfurled a service flag in the exchange hall. Considerable ceremony marked the occasion and spectators thronged the trading floor and the galleries. President Magnuson and Ascher Howard were the orators of the day. The unfurling of the flag disclosed 434 stars representing members and sons of members, who are now serving with the national military forces.

We are indebted to the Chamber of Commerce for a copy of its 35th annual report, for the year ending Dec. 31, 1917. Complete statistical information is given for the Minneapolis market, covering the movement of the various kinds of grain and the range of prices. The total grain storage capacity in Minneapolis on Dec. 31, 1917, is shown to have been 53,395,000, of which 32,225,000 bus. was provided by regular elevators, while the remaining 21,170,000 bus. was in private elevators. The elevators are further classified as to the character of their construction as follows: fireproof, 23,040,000 bus.; wooden workhouses with fireproof storage, 10,850,000 bus.; wooden elevators, 19,510,000 bus. The report also gives statistical information for markets other than Minneapolis, and closes with a complete list of members of the Chamber. The report is printed on a good quality of book paper, and it is well bound with cloth and is provided with an index which facilitates reference to the many items of information.

#### MISSOURI

Jasper, Mo.—W. Carns is now connected with the Schooler Grain Co.

Green Ridge, Mo.—I have sold my elevator at this place.—A. B. Harriman.

Marshall, Mo.—The Leavenworth Mfg. Co., Leavenworth, Kan., has bot the mill and elevator of the Mose H. Land Mfg. Co.

Laclede, Mo.—We are contemplating erecting 2 or 3 elevators this spring if we can obtain the necessary material and machinery.—O. A. Talbott & Co., C. B. Talbott.

Plattsburg, Mo.—Thru error an advertisement was inserted in the Journal for Jan. 25 in which it was made to appear that the elevator and warehouse of the R. V. Seward Grain Co. is for sale. This is not correct, as the plant has only recently been completed, and it will be operated by the R. V. Seward Grain Co., which has no intention of selling it, and we regret that the mistake occurred. The plant in question is a 40,000-bu. elevator with a 40-car warehouse.

Warrensburg, Mo.—This company, which was recently incorporated with capital stock of \$10,000, does not intend to engage in the grain business except to the extent of handling seeds, feeds and in doing a storing, shipping and receiving business. We will not require an elevator for some time. We are doing a general produce and merchandise business.—Farmers Clearing House Co., C. E. Perry.

The following applications for membership in the Missouri Grain Dealers Ass'n have been received since last report: J. A. Dearing, Taylor; Asbury Elevator Co., Asbury; Wilder & Taylor, Laddonia; Zeron Lawson, Seneca; Slater Mill & Elevator Co., Slater; Klosterman & Patton Grain Co., St. Louis; McKee, Lindley & Dunn Grain Co., St. Joseph; Polk Bros. Mfg. & Supply Co., Harrisonville; Farmers Elevator Co., Forest City; Musselman Grain Co., Jamesport.—D. L. Boyer, sec'y.

#### KANSAS CITY LETTER.

The Nelson Grain Co. is installing a drier at its elevator.

W. M. Giles is in charge of the office recently opened by Thompson & McKinnon.

D. F. Piazzek, local agt. for the Food Administration Grain Corporation, has established a railway bureau in his office, with L. L. Platt in charge.

H. V. Nye, will resign his position April 1, as sales mgr. for the Southwestern Mfg. Co. He has accepted a position with the Omaha Mills Co., Omaha, Nebr.

John E. Liggett, who has been with the Logan Bros. Grain Co. for the past 2 years, is now employed by this company as grain and hay solicitor.—E. E. Ransom Coal & Grain Co.

#### ST. JOSEPH LETTER.

The Aunt Jemima Mills Co. recently made the announcement that construction would begin this spring on an 8,000-bbl. mill to be erected adjacent to the new pancake flour mill now being completed. The company recently increased its capitalization to \$2,000,000.

#### ST. LOUIS LETTER.

A meeting of the St. Louis Grain Club was held recently to formulate a plan for a uniform policy for handling drafts on corn shipments.

Eugene C. Dreyer was recently appointed by the local representative of the Food Administration, to act in connection with the purchase of flour made by the quartermaster-general for the army.

L. A. Hoffman; A. F. Rhoads; Dick O'Bannon, of The O'Bannon Co., Claremore, Okla.; John G. Longmire; Warren M. Chandler; Oliver J. Wright; and W. A. Mitchell have been admitted to membership in the Merchants Exchange.—Eugene Smith, sec'y.

At a meeting of the members of the Merchants Exchange Feb. 20 a resolution was adopted protesting against the Gore bill to increase the minimum price for the wheat crop of 1918 to \$2.50. The resolution also earnestly urged the establishment of maximum prices on coarse grains.

#### MONTANA

Roberts, Mont.—The Roberts Elevator Co. does not handle grain.—X.

Moore, Mont.—The plant of the Moore Mfg. Co. burned recently. The plant consisted of an elevator and Midget Marvel Mill.

Willsall, Mont.—We contemplate building a 150-bbl. mill at this place.—Farmers Exchange of Willsall, V. F. Guinzy, sec'y-treas.-mgr.

Moore, Mont.—D. O. McGuin, who has been agt. for the Montana Elevator Co. for the past 7 years, has resigned that position and is now mgr. for the Farmers Elevator Co. Another man has been sent to succeed Mr. McGuin as agt. for the Montana Elevator Co. The Farmers Elevator Co. contemplates handling feed in addition to its grain business.

Plentywood, Mont.—John N. Vesterby has resigned as pres. of the Progressive Farmers Club, and as mgr. of the three elevators owned by the club. His position as elevator mgr. is being filled temporarily by George Prochnow, an accountant for the Farmers Elevator Co.

#### NEBRASKA

Millard, Neb.—Henry von Dohren operates the only elevator here.—X.

Wahoo, Neb.—The new office building of the Farmers Elevator Co. is now completed.

Doane sta. (Benkelman p. o.), Neb.—The Kellogg Grain Co. has completed a 3,500-bu. elevator.

Hastings, Neb.—H. H. Hamblin, is now representing the Stockham Grain Co. as traveling solicitor.

Berks sta. (Crete p. o.), Neb.—The Farmers Co-operative Ass'n has bot the elevator of Burt Bros.

Colton sta. (Sidney p. o.), Neb.—The Farmers Union is contemplating building an elevator here.—X.

Gladstone, Neb.—Emil Schoen is now mgr. of the Hayes Elevator, operated by the Hebron Grain Co.—X.

Bronson, Neb.—The Farmers Union will build an up-to-date elevator of 15,000 bus. capacity on the U. P.

Milford, Neb.—The Nebraska Corn Mills have started to install a new steam boiler to run their corn drier.

Thedford, Neb.—Farmers in this community plan to erect an elevator. L. E. Harding is promoting the project.

Sutton, Neb.—The annual meeting of the Farmers Grain & Stock Co. was held recently. F. M. Brown was elected pres.

Cedar Rapids, Neb.—A. Kuykendall, formerly of Belgrade, is now mgr. for the Cedar Rapids Elevator Co.—H. J. Shaffer, Belgrade.

Clarks, Neb.—The Farmers Grain Co. has increased its capital stock to \$20,000 and contemplates erecting additional buildings.

Harrisburg, Neb.—A flouring mill and elevator will soon be built at this place, \$2,500 of the money having already been subscribed.

Hordville, Neb.—Percy Youst has recovered from his recent illness and has resumed his duties at the elevator of T. B. Hord Grain Co.

Mt. Clare, Neb.—The E. Stockham Grain Co.'s elevator is now operated under the name of the Mt. Clare Grain Co.—Farmers Union Elevator Co.

Johnson, Neb.—The annual meeting of the Johnson Grain Co. was held recently, and Fred Kiechel was elected pres. and C. J. Gilbert, sec'y.

Decatur, Neb.—The Decatur Co-operative Co. incorporated; capital stock, \$25,000; incorporators, H. D. Byram, Carl Young and others.

Elmwood, Neb.—Ira Helms has been elected mgr. of the elevator of the Farmers Co-operative Union to succeed William Atchison resigned.

Daykin, Neb.—We have succeeded the Barstow Grain Co. at this place. Our elevator has a capacity of 18,000 bus.—A. A. Tanner & Co., Lincoln.

Crete, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock, \$25,000; incorporators, Joseph Kraus, C. M. Claussen and others.

David City, Neb.—The Farmers Co-operative Grain Co. incorporated; capital stock, \$50,000; incorporators, Henry Bock, John H. Smith, and others.

Aurora, Neb.—The annual meeting of the Farmers Elevator Co. was held recently. The following officers were elected: Henry Smith, pres.; E. S. Johnson, treas.

Burchard, Neb.—I am agt. at this place for C. M. Linn. Our elevator, burned in July, 1917, and we are now operating a part of the elevator of A. E. Henry under lease. Mr. Linn will build another house.—J. S. Harrod.



Miller, Neb.—The elvtr. of the Trans-Mississippi Grain Co. is not being operated at present, and the elvtr. of the Farmers Grain Co. is the only one that is running now.—X.

Loretto, Neb.—The Farmers Elvtr. Co., which was recently incorporated with capital stock of \$20,000, is negotiating for the purchase of the elvtr. of the Nye-Schneider-Fowler Co.

Marsland, Neb.—We operated a small warehouse at this place, but recently dismantled it and removed it to Dalton. This leaves 1 elvtr. at this station.—Central Granaries Co., Lincoln.

Benedict, Neb.—The report that I have resigned as mgr. for the Farmers Grain Ass'n is not correct. We will build a new house or repair our old elvtr. this spring.—W. B. McMullen, mgr.

Wymore, Neb.—John Endelman, until recently in charge of a grain elvtr. at this place, has removed to Grover, Colo., where he is now mgr. of the Grover Farmers Clearing House Ass'n.

Dunbar, Neb.—Farmers in this community have organized the American Farmers Union for the purpose of handling grain, and the company has bot the elvtr. of the Murray Grain Co.

Brainard, Neb.—W. A. Malovec, formerly mgr. of the Farmers Elvtr. Co., has removed to Excelsior Springs, Mo., where he contemplates investing in land, and making his future home.

Tecumseh, Neb.—John A. Harvey, formerly mgr. for the Farmers Co-operative Union Ass'n of Barneston, is now mgr. for the Johnson County Farmers Union Co-operative Ass'n at this place.

Emerald, Neb.—The Gooch Mlg. & Elvtr. Co. has sold its elvtr. to the Farmers Co-operative Elvtr. Co. C. A. Moore, formerly of Princeton, is mgr. for the new owner.—Paul & Morris, C. C. Morris, Lincoln.

Saronville, Neb.—At the annual meeting of the Farmers Grain Co., held recently, it was decided to handle live stock, and in the future the company will be known as the Farmers Grain & Live Stock Co.

Belgrade, Neb.—A. Kuykendall, formerly agt. for the Haas & Hord Cattle Co., has removed to Cedar Rapids, where he is mgr. for the Cedar Rapids Elvtr. Co.—H. J. Shaffer, agt. Haas & Hord Cattle Co.

Barnston, Neb.—J. A. Harvey has resigned as mgr. for this company, and C. R. Story, formerly mgr. of the Farmers Elvtr. Co. of Odell, has been employed for the position.—Farmers Co-operative Union Ass'n, Frank Malicky, pres.

Linwood, Neb.—The farmers in this vicinity, who recently organized an elvtr. company, are trying to buy one of the elvtrs. here. If they find this impossible they will build. Ed. Kaveney is one of those interested in the project.—X.

Haigler, Neb.—Thos. P. McQueen, who has been mgr. for the Haigler Equity Exchange, has resigned that position and removed to Burns, Wyo., where he will be connected with the Burns Elvtr. & Mlg. Co. He is succeeded at this place by Fred Fish.

Crab Orchard, Neb.—Farmers in this vicinity have organized a co-operative company for the purpose of engaging in the grain business. The company will incorporate with a capital stock of \$25,000, of which \$10,000 will be paid up. C. E. Jewell was elected sec'y.

Weeping Water, Neb.—The Farmers Union has bought the elvtr. of E. E. Day and is now organizing a co-operative ass'n to finance the deal. The retirement of Mr. Day from the grain business, after a career of 35 years, makes him one of the veterans in this line of business in the state.

Ithaca, Neb.—I am now in charge of the elvtr. of the Farmers Union as mgr. Our house is located on the Burlington and is constructed of tile and cement. It has a capacity of 22,000 bus. At present power is furnished by a gas engine. We contemplate installing an electric lighting system.—Fred Harden.

Melbeta, Neb.—The elvtr. of the Farmers Co-operative Union has been completed and placed in operation. The Cramer Construction Co. had the contract.

Bayard, Neb.—Our elvtr. was sold to C. P. Craft, who operates it in connection with his feeding business. He does not handle grain in a commercial way.—Burke & Harpole.

Smithfield, Neb.—The elvtr. of this company, which was recently organized, is located on the B. & M. R. R. It is built of vitrified tile, steel and concrete, and the equipment includes a 15-h.p. engine, type registering wagon scale, automatic hopper scale and steel manlift. G. C. Junkin is pres. of the company.—Farmers Equity Exchange, Frank Waln, sec'y.

## OMAHA LETTER.

Omaha, Neb.—F. S. Manchester, sec'y of the Grain Exchange, has been made mgr. of the Exchange Bldg.

Omaha, Neb.—The Browning Grain Co. has gone of business in this market. Mr. Browning, head of the company, has returned to Wichita, Kan.

Omaha, Neb.—John A. Kuhn has been appointed traffic mgr. in the office of Charles T. Neal, local agt. of the Food Administration Grain Corporation.

Omaha, Neb.—Al. Finlayson, who for several years has been a clerk in the office of George B. Powell, chief of the inspection and weighing dept. of the Grain Exchange, died of diphtheria at a naval training station in Michigan.

## NEW ENGLAND

New London, Conn.—The Jewett City Grain Co. has dissolved.

Bridgeport, Conn.—The Crescent Mills has incorporated with a capital of \$50,000 to conduct a grain business.

Bangor, Me.—The plant of the Eastern Grain Co. was damaged recently when a fire occurred in an adjoining building, causing a heavy smoke and water loss.

Cambridge, Mass.—The hay and grain yard of J. Cushing & Co. was the scene of a mysterious fire recently. The damage was estimated at \$10,000, altho firemen succeeded in saving the big grain elvtr. nearby.—S.

New London, Conn.—The Patchogue Grain Co. incorporated; capital stock, \$20,000; incorporators, Ernest E. Rogers and Fanny G. Rogers, New London; Anson A. Brownell, Sag Harbor, N. Y.; and C. W. Gildersleeve, Mystic.—S.

## NEW YORK

Amityville, N. Y.—I am contemplating adding hay and grain to my present business.—Nelson Hooper.

## BUFFALO LETTER.

Charles M. Kennedy, of Charles Kennedy & Co., has been commissioned a 2nd lieutenant in the engineers corps, and he has been sent to Europe on a special mission.

The Curtiss Malting Co. is discontinuing its malting business and this company has succeeded it in the operation of the Curtiss Elvtr., which we are using in conducting our grain business.—Curtiss Grain Corporation, B. J. Burns.

A. B. Black, of Charles Kennedy & Co., has been appointed by the Food Administration to assist the chairman of the Milling Division in handling purchases of flour made by the quartermaster general of the army in this division.

## NEW YORK LETTER.

Walter Trappe has succeeded Fred A. Heywood as local agt. for the Norris Grain Co.

Alfred Wilmarth, a member of the Produce Exchange, and a partner in the firm of Morris & Wilmarth, died recently.

O. J. De Vellier, who was formerly with the Quaker Oats Co., is now mgr. of the cereal dept. of the commission business of J. Blaustein & Co., Ltd.

James Schonberg, Walter Trappe and Harry S. Morris have applied for membership in the Produce Exchange, and Jesse A. Chase has been elected to membership.

## NORTH DAKOTA

Amendments to the North Dakota Grain Grading Act are published elsewhere in this number of the Journal.

Clement, N. D.—The Farmers Elvtr. Co. is being organized to engage in the grain business. Capital stock will be \$10,000.

Gackle, N. D.—The elvtr. of the Farmers Elvtr. Co. burned recently. The fire is believed to have been of incendiary origin.

Starkweather, N. D.—E. H. Devaul has resigned his position as agt. for the St. Anthony & Dakota Elvtr. Co. to take effect Mar. 1.

Aylmer sta. (Martin p. o.), N. D.—W. N. Goodlaxon, prop. of the Farmers Elvtr. Co., has sold his elvtr. to George Finne-man, of Martin.

Northwood, N. D.—The Northwood Grain Co. has been organized to succeed the Northwood Mill & Light Co., which went bankrupt in April, 1917.

Heaton, N. D.—The Monarch Elvtr. Co. at this place, for which I was formerly agt., has closed its elvtr. and I have removed to Santa Ana, Cal.—B. L. Halderman.

Grand Forks, N. D.—Owing to the low stage of the Red River, the Red River Transportation Co. went out of business some time ago. Its boats and barges were sold and taken out of the country via Winnipeg, and its elvtrs., including the transfer house at East Grand Forks, were closed. Steamboating on the Red River is a thing of the past.—E. Fox.

## OHIO

Circleville, O.—H. M. Crites & Co. are planning to build a 100,000-bu. elvtr. and a mill.

Van Wert, O.—We have purchased some new machinery for our elvtr.—Brandt & Hollerbaugh.

Maximo, O.—Ernest Karlen has resigned his position with the Canton Feed & Mlg. Co. plant at this place.

Dayton, O.—George S. Schaeffer, a prominent grain broker, died here Feb. 11 following an attack of pneumonia.

Mechanicsburg, O.—Ollie Moore, employed at the elvtr. of O. H. Clough, had the misfortune to be struck on the head by a clamp on one of the belts recently.

Berwick, O.—The Berwick Farmers Elvtr. & Supply Co. now operates the elvtr. at this place, having recently purchased it from the Sneath-Cunningham Co.—X.

Piqua, O.—Mrs. Victorene Caven, wife of Foster I. Caven, mgr. of the wholesale dept. of the Piqua Mlg. Co., died at Memorial hospital at 6 o'clock Feb. 8 just a few hours after the death of her tiny babe.

New Carlisle, O.—The 2 elvtrs. of C. Mercer & Sons were sold recently to the New Carlisle Grain Co. This firm is composed of Geo. R. Malsbary, of Darlington, Ind.; Frank R. Malsbary, and C. N. Van Cleave, both of Indianapolis, Ind.

Piqua, O.—The Piqua Grain Co. incorporated; capital stock, \$10,000; incorporators, William M. Boyer, L. W. Poole and others. The company will conduct the grain business and elvtrs. formerly operated by the Piqua Mlg. Co. J. Caven will be mgr.

Kansas, O.—The elvtr. of Powell & Mitchell, which they recently bot from the J. L. Rouze Co., burned Feb. 8, about 7,000 bus. of oats, 1,200 bus. of wheat, 100 bus. of corn and a quantity of flour being destroyed. The loss was about \$15,000. The fire started in the engine room, and is believed to have been due to the backfiring of the gasoline engine. Earl Mitchell, one of the owners, was slightly burned while carrying flour from the warehouse. The elvtr. will be rebuilt as soon as the weather will permit.



Elida, O.—Farmers in this community have organized the Equity Union Elevtr. Co., which will be incorporated with capital stock of \$25,000 to build an elevtr. and engage in the grain business. Isaacchar Miller and Clement Culp are active in the promotion of the company.

Cleveland, O.—Our plant was damaged to the extent of \$2,000 by fire which started in the dust room. The flames leaped to the aspirator and scale rooms, where the damage was done, as no grain was destroyed nor was the elevtr. burned, it being of concrete construction.—The Lake Shore Elevtr. Co.

#### CINCINNATI LETTER.

We have discontinued our hay, grain and feed business.—The Union Grain & Hay Co., A. Heckmeyer, mgr.

L. B. Moser, and Dan J. Kallagher, were recently elected to clerk memberships in the Grain and Hay Exchange of the Chamber of Commerce.

#### TOLEDO LETTER.

Edwin L. Camp was re-elected pres. and general mgr. of the Toledo Grain & Mfg. Co., at the annual meeting held recently, and Jesse D. Hurlbut was elected sec'y and treas.

P. A. Streicher, of J. F. Zahm & Co.; John W. Luscombe, of Southworth & Co.; P. M. Barnes; and Chas. E. Patterson have made application for membership in the Produce Exchange.

#### OKLAHOMA

Butler, Okla.—O. L. Piper is now mgr. for the Farmers Elevtr. Co.

Altus, Okla.—The J. T. Gibbons Grain Co. has built a new office building.

Haskell, Okla.—R. D. Breeden has bot the plant of the Haskell Mill & Elevtr. Co., taking possession Feb. 1.

Oklahoma City, Okla.—D. C. Kolp has succeeded the Marshall Grain Co., which recently closed its local office and removed to Watonga.

Pawhuska, Okla.—The Harris Grain & Produce Co., which was recently incorporated, has bot the plant of the Pawhuska Mill & Elevtr. Co.

Altus, Okla.—The Leger Mills Co., which operates an elevtr. in connection with its mill, is remodeling the latter and increasing its capacity from 250-bbls. to 300-bbls.

Oklahoma City, Okla.—F. O. Jones, for the past 5 years sales mgr. for the Oklahoma City Mill & Elevtr. Co., has resigned. Mr. Jones will be succeeded by Morris Wilkins, assistant sales mgr.

Kingfisher, Okla.—At our annual meeting, held here recently, we increased our capital stock from \$15,000 to \$20,000. We are excavating for a 50-bbl. mill to be operated in connection with our elevtr. business.—Farmers Elevtr. Co., A. R. Smith, sec'y.

#### OREGON

Springfield, Ore.—We are not in the grain business now.—Washbourne Bros.

Grass Valley, Ore.—An elevtr. with a capacity of 100,000 bus. of grain is to be built here by ranchers.

Joseph, Ore.—It is practically assured that a concrete bulk handling elevtr. will be built here this spring. H. B. Davidheizer is active in promoting the project.

Eugene, Ore.—This company, which is a co-partnership owned by C. S. Williams and E. D. Paine, owns and operates an elevtr. on the S. P. R. R.—Eugene Mill & Elevtr. Co.

Fulton sta. (no p. o.), Ore.—The Farmers Union Grain Agency, of Pendleton, is contemplating building an elevtr. of 60,000-bus. capacity at this station.—Van Petten Lbr. Co., Pendleton.

Alicel (no p. o.), Ore.—Farmers in this community contemplate erecting an elevtr. to handle next season's crops in bulk. The present plans call for a concrete elevtr. to cost about \$100,000, of which \$35,000 has been subscribed.

McCormach sta. (no p. o.), Ore.—The Farmers Union Grain Agency, of Pendleton, is contemplating building an elevtr. of 60,000-bus. capacity at this station.—Van Petten Lbr. Co., Pendleton.

Moro, Ore.—The Farmers Elevtr. & Supply Co. has let contract for 2 reinforced concrete elevtrs., to cost, complete, about \$82,000. One of the houses will be built at this place, and the other about 7 miles from the city. The elevtrs. are to be cylindrical, 50 feet in diameter and 60 feet high, and construction work is to start at once.

Springfield, Ore.—The Springfield Mill & Elevtr. Co.'s plant was purchased by C. S. Williams and E. D. Paine last August and has just begun operations after undergoing repairs for 6 months. J. M. Shelley is no longer connected with either the Eugene mill or the Springfield mill. The firm is owned by the above named men as partners, and there are no officers as we have no regular company formed.—Eugene Mill & Elevtr. Co., E. D. Paine.

#### PENNSYLVANIA

Millheim, Pa.—Coburn Grain & Creamery Co. incorporated; capital stock, \$25,000; S. W. Gramley, incorporator.

York Road Sta., Pa.—The grain and milling plant of P. W. Rudisill burned recently with loss of \$7,000.

Philadelphia, Pa.—The directors of the Commercial Exchange have re-elected Ambrose B. Clemmer as sec'y and L. J. Riley as ass't sec'y.

Philadelphia, Pa.—The following com'te has been appointed by Pres. Louis G. Graff, of the Commercial Exchange: Grain, George N. Warner, Horace Kolb, James L. King, Arthur C. Harvey, Levis G. West, Morris F. Miller, Walter K. Woolman.

#### SOUTH DAKOTA

Yankton, S. D.—Farmers of this county will erect an elevtr. here this spring.

Armour, S. D.—I have removed from Bartlett, N. D., to this place.—A. M. Enney.

Britton, S. D.—The Britton Co-operative Mfg. Co. has bot the mill and elevtr. of the Britton Mfg. Co.

Huffman, S. D.—The Huffman Equity Exchange has installed new machinery in its plant. Elmer Heitman is mgr.

Sherman, S. D.—The Farmers Elevtr. Co., whose elevtr. burned some time ago, has bot the elevtr. of the Duluth Elevtr. Co.

Harrisburg, S. D.—The Farmers Elevtr. & Supply Co., of which W. W. Thorpe is mgr., contemplates erecting a new elevtr.

Howard, S. D.—The Farmers Elevtr. Co. has bot the stock and fixtures of E. J. Karlen and will handle grain, live stock, coal, etc.

Akaska, S. D.—I have removed from this place, where I was agt. for the Pacific Elevtr. Co., to Hanley Falls, Minn.—J. H. Vanderpool.

Beresford, S. D.—One side of the Morrill-Robertson elevtr. gave way recently, and 10,000 bus. of oats were scattered over the ground.

Sturgis, S. D.—Vernon I. Caton has resigned his position as mgr. for the Rapid River Mfg. Co. Dave Blanchard has been chosen to take Mr. Caton's place.

Chamberlain, S. D.—Wm. Deinhardt is pres., J. Q. Anderson, treas., Frank Kramer, sec'y, and A. Shadbolt, mgr. of this company.—Co-operative Grain Co.

Lenmon, S. D.—We will start work about Mar. 15 on an elevtr. to replace the one burned last fall. The work will be done by our regular repair man.—E. J. Ziltz, agt. Western Lbr. & Grain Co.

Sioux Falls, S. D.—The name of the former German Grain Co. has been changed to the Globe Grain Co. and the capital stock has been increased to \$150,000. W. J. Buttschau is pres. and J. A. Grisdale is sec'y of the company.—The Globe Grain Co.

Winner, S. D.—I will build a 35,000 bu. elevtr. this spring. In addition to the main house there will be a 20,000-bu. corn and oats bin attached. The plant will have 2 legs and will be operated by electric motors. A Howe Scale will be installed, but the other machinery has not been decided upon, nor has the contract been let.—R. H. Kositzky, owner Rosebud Lbr. Co.

Pierre, S. D.—Gov. Norbeck has appointed the com'te authorized by the last session of the legislature to investigate the advisability of establishing within or without the state terminal elevtrs. and warehouses for the storage and marketing of grain and other farm products, and to investigate the building and operating within the state of flour mills and packing houses owned by the state. The com'te consists of John Belk, Henry; Frank E. Peacock, Armour; and Peter Heggestad, of Tripp County. The com'te held its first meeting at Mitchell, Feb. 13.

#### SOUTHEAST

Moultrie, Ga.—The elevtr. of Joe J. Battle will be placed in operation in a short time.

Alexandria, Va.—The Alexandria Hay & Grain Co. has let contract for a warehouse to cost \$30,000.

Sheffield, Ala.—J. W. McBride, formerly of Decatur, will manage a branch of the Lyle-Taylor Grain Co. at this place.

Macon, Ga.—The erection of a 50,000-bu. reinforced concrete elevtr. is contemplated by the owners of the Modern Flour Mills.

Decatur, Ala.—J. W. McBride recently removed to Sheffield, where he will manage a branch of the Lyle-Taylor Grain Co. of this place.

Staunton, Va.—The Bosserman-Wilson Co. incorporated to deal in grain and produce; capital stock, \$50,000; incorporators, L. B. Bosserman, pres.; D. B. Wilson, sec'y-treas.

Mobile, Ala.—Work is progressing on the remodeling of the elevtr. of the Mobile & Ohio Railroad and it is believed that it will be ready for operation by May 15. Men are now engaged in preparing the interior of the house for the machinery which is expected to arrive soon, and the old iron siding is being removed in order that new siding may be substituted for it. A bulkhead and pier are to be built and a shipping gallery will be erected for handling the grain from the elevtr. to the holds of boats.

Savannah, Ga.—The Port Wentworth Mfg. & Elevtr. Co., of which William Minot, of Boston, is pres., and Fred G. Beckmann, mgr., now has in operation a small mill with shucking and shelling capacity of 2,500 bus. of corn per day, and 300 bbls. daily corn meal capacity, together with an elevtr. of 5,000 bus. capacity. This plant was built as an experiment, and upon the recent announcement by Edward Chambers, traffic director of the Railroad Administration, that a large elevtr. is needed at this port for handling grain shipments to Europe Mr. Minot stated he will erect a 500,000-bu. elevtr. if local capital will interest itself in the proposition. At present we are trying to bring this matter to a successful conclusion. The small elevtr. is located on the terminal property of the Port Wentworth Terminal Corporation, about 7 miles west of Savannah on the Savannah River. The Savannah & Atlanta railroad serves the plant.—William Garrard, Jr., ass't sec'y Savannah Board of Trade.

#### TENNESSEE

Memphis, Tenn.—F. X. Murphy and W. R. Smith-Vaniz have been elected to membership in the Merchants Exchange.

Nashville, Tenn.—The firm of Worke & Turner, formerly R. H. Worke & Co., has changed its name to the former style.

#### TEXAS

Waxahachie, Tex.—The Modern Mill & Mfg. Co. contemplates installing a moisture tester.

Henrietta, Tex.—A. D. Terrill, a representative of the Priddy Grain Co., of Wichita Falls, died recently.



Winnsboro, Tex.—The Winnsboro Grain & Grocer Co. has established a wholesale business here, with J. E. Sutherland in charge.

Gainesville, Tex.—The Whaley Mill & Elvtr. Co. is installing new machinery and increasing the capacity of its mill from 500 to 800 bbls.

Higgins, Tex.—The Gerlach-Higgins Mfg. Co. is remodeling its mill and increasing its capacity from 150 bbls. to 300 bbls. New equipment is also being installed.

Navasota, Tex.—The Grimes County Grain Co. incorporated; capital stock, \$5,000; incorporators, R. C. Miller, J. E. Josey, Beaumont; Sol Meyer, R. A. Horlock, and R. W. Horlock, Navasota.

The following grain dealers have been admitted to membership in the Texas Grain Dealers Ass'n: Eagle Pass Lumber Co., Eagle Pass; Garwood Grain Co., Garwood; Pecos Valley Alfalfa Mill Co., Hagerman, N. M.; Stagner Bros., Lockhart; Strieber Bros., Yorktown; Tulla Grain & Coal Co., Tulla.—H. B. Dorsey, sec'y.

## WASHINGTON

Huntsville, Wash.—Price Bros. have built an elvtr. at this place.—W. C. Woodward, Dayton.

Oakdale, Wash.—The Farmers Union Warehouse Co. is building an elvtr.—Rosalia Supply Co., Rosalia.

Warden, Wash.—The Warden Farmers Union contemplates erecting an elvtr. to handle the 1918 crop in bulk.

Walla Walla, Wash.—The new elvtr. recently completed by the Dement Bros. Co., has a capacity of 200,000 bus.

Rosalia, Wash.—The Farmers Union Warehouse Co., and N. W. Akers are building elvtrs.—Rosalia Supply Co.

Freewater (no p. o.), Wash.—The Preston-Shaffer Mfg. Co., which operates a mill at this place, is building an elvtr.—X.

Mount Vernon, Wash.—The Mount Vernon Grain Co. and the Mount Vernon Mfg. Co. have gone into the hands of a receiver.

Spring Valley, Wash.—An elvtr. is being built at this place by the Farmers Union Warehouse Co.—Rosalia Supply Co., Rosalia.

Reardan, Wash.—The 20,000-bu. elvtr. on the ranch of C. H. Chick, mgr. of the Norris Safe & Lock Co., of Spokane, has been completed.

Pasco, Wash.—The Burroan Elvtr. Co. has been incorporated. The following are the officers: L. E. Nolen, pres.; C. W. Emsworth, sec'y.

Nemo, Wash.—Theodore Wagner, of Odessa, the new agt. for the Seattle Grain Co. at this place, will assume the duties of his new office Mar. 1.

Ritzville, Wash.—The O'Neill Grain Co. of Spokane, which now operates a warehouse at this place, contemplates erecting an elvtr. this spring.—X.

Leon, Wash.—The 30x80-ft. warehouse of the Uniontown Co-operative Ass'n will be converted into a bulk handling plant. The capacity will be 40,000 bus.

Odessa, Wash.—Theodore Wagner has been appointed agt. for the Seattle Grain Co. at this place and also at Nemo. Mr. Wagner will enter upon his new duties Mar. 1.

Uniontown, Wash.—Instead of building a 100,000-bu. annex to its plant, the Uniontown Co-operative Ass'n will convert its warehouse into a bulk handling plant with capacity of 65,000 bus.

Falouse, Wash.—A meeting of the farmers of this district has been arranged for the purpose of working out plans for handling the wheat crop in bulk. The building of an elvtr. is contemplated.

Cashup sta. (Thornton p. o.), Wash.—The Cashup Elvtr. Co. has filed articles of incorporation, the incorporators being: Charles Hart, Frank Davis, W. J. Stillson, C. T. Lathen and N. M. Crider. This company contemplates building a \$50,000 grain elvtr. of 90,000 bus. capacity. Cashup is a station on the Spokane & Inland Empire Elec. R. R. between Steptoe and Thornton.

Farmington, Wash.—The Farmers Warehouse Co. recently appointed a com'te to investigate the question of raising funds for building a 60,000-bu. elvtr. It was decided to handle this year's crop in bulk.

The Day & Hanson Security Co., with headquarters at Spokane, has completed a 30,000-bu. elvtr. on its main ranch in Powell County of this state. The elvtr. will be used to store grain for feed for its stock.

Pleasant View, Wash.—Our elvtr. is located on the N. P. Ry. and has a capacity of 130,000 bus. Its equipment includes a cleaner, smutter, and automatic scale. Fred Lasater is pres. and gen'l mgr., and Allen H. Reynolds, sec'y-treas.—Pleasant Valley Elvtr. Co.

Kent, Wash.—The Grangers Warehouse Co. has elected M. M. Keogh pres., and James Gwinnett, sec'y-treas. L. Y. Williams, mgr. for the company, has recommended that a mill for grinding wheat and corn be built upon the property recently purchased by the company.

Prescott, Wash.—The local organization of the farmers union met recently and, after hearing the report of the com'te which attended the recent conference on bulk grain handling at Spokane, a com'te was appointed to study and recommend the type of elvtr. which it considers most desirable. This com'te consists of E. A. W. McCaw, J. H. Bowles, Joseph Utter and Alex. Ray. The union contemplates erecting an elvtr. later.

Tekoa, Wash.—The Farmers Union Mill & Grain Co. has let contract for a 75,000-bu. bulk handling elvtr. The plans call for 33 bins, 16 of which will be overhead bins, equipped with swivel turnheads and steel spouts so that each bin can be spouted to any of the cleaners, smutters or the washer. The equipment will include an attrition feed mill and screenings grinder and a Richardson Cleaning Plant with a capacity of 1,500 bus. per hour. Machinery will all be operated by electric motors.—R. T. Carey, Great Falls, Mont.

## WISCONSIN

Hartford, Wis.—Louis Portz, of Portz Bros. Malt & Grain Co., died recently.

Fond du Lac, Wis.—The Helmer Mfg. Co. will erect a 1-story warehouse and garage to cost \$12,500.

Albertsville, Wis.—It is understood that the elvtr. of Stark & Co., which recently burned, will not be rebuilt.—X.

J. E. Kernan, of Superior, has been re-appointed by Gov. Philipp as a member of the state grain and warehouse commission.

Green Bay, Wis.—The Badger Grain Co. incorporated; capital stock, \$10,000; incorporators, Alfred De Braux, N. S. De Braux; Josephine Decker.

Watertown, Wis.—The Globe Mfg. Co. is planning to install a hydro-electric generator for furnishing current to operate its mill and elvtr. electrically.

Seeleys sta. (Leonard p. o.), Wis.—The Seeleys Produce Co. incorporated to deal in grain and produce; capital stock, \$6,000; incorporators, Olaf Cook, Frank Thannum and others.

Janesville, Wis.—The Blodgett-Holmes Co. contemplates making improvements in its mill and elvtr., to include an electric power house and motors for operating the machinery in the plant.

LaCrosse, Wis.—The Kansas Flour Mills Co., which recently bot the mill and elvtr. of the Listman Mill Co., has been granted a charter to do business in this state. A. L. Goetzmann is mgr. of the Company's local plant, and is the official agt. in Wisconsin.

## MILWAUKEE LETTER.

E. L. Glaser, L. E. Brown, M. W. Smith, S. Brozowski and Charles C. Flanley have been elected to membership in the Chamber of Commerce.

The grain inspection dep't of the Chamber of Commerce will collect all inspection fees direct from the owner of the grain in the future. Heretofore the railroad company collected the fees with the freight charges.

Rumsey & Co. received the biggest car of oats on record last week. It was shipped by the Farmers Elvtr. Co. of Clarion, Ia., contained 3387.16 bus., and sold at 87c.

The National Distilling Co. will alter and improve its plant, adding an additional story. The work will cost \$10,000. The company will manufacture grain alcohol yeast and operate a grain drier.

## WYOMING

Burns, Wyo.—Thos. P. McQueen, formerly of Haigler, Neb., is now connected with the Burns Elvtr. & Mfg. Co.

Burns, Wyo.—The elvtr. of the Farmers Elvtr. & Mfg. Co. burned at 9 p. m., Feb. 18. Loss on building was \$4,400 and on grain \$15,800, with the value of the salvage estimated at \$4,000. The fire started in the cupola, its cause being unknown.

TRY THIS! A. Peterson, of the State Elevator Co., Swift, Mont., uses a rubber hose attached to a 12-inch (presumably in length) pipe which he inserts in a hole in the top of his carburetor and sucks up enough gasoline for priming purposes. This does away with keeping a bottle of gasoline on hand for priming purposes. The idea is not patented.

SEIZURE of 150 bags of oats of 160 lbs. each at Sumter, S. C., was ordered by the court on a charge of adulteration, analysis showing 32.13% light and unfilled barley, 1.58% shriveled wheat, 8.19% weed seed, a few grains of moldy corn and 0.60% dirt and trash. Cost of proceedings were assessed against shipper, Mayo Milling Co., Richmond, Va., and goods released on execution of bond for \$350.

AN EXCHANGE to deal in cotton, lint, cottonseed oil, grain, sugar, coffee, wool, silks and provisions, to be known as the American Cotton & Grain Exchange, will open in New York May 1. It is a New York corporation, backed chiefly by southern capital. A modern office building in the financial district has been acquired. Membership is about 4,500, chiefly bankers and manufacturers in the cotton growing states.

COAL saved recently by Doc. Garfield's eight days of industrial suspension is estimated by the *Black Diamond* to have aggregated 3,456,000 tons and the enforced idleness to have cost manufacturers and wage earners over a billion dollars. In other words, the coal saved during the heatless days cost the country \$289.35 per ton. If a few of the idle workers had been set to helping in the mining and delivery of coal for a week no shutdown would have been necessary.

MINISTER OF AGRICULTURE for New South Wales, Australia, says the government is in position to put under way all of the work of building silos for the storage of wheat, including terminal elevators with machinery, for Sidney, the latter being considered an essential part of the scheme for bulk handling of wheat. Tenders for the work had been before the New South Wales Cabinet for some time before the Commonwealth scheme came in and provided for all features of the work. It is thought there will be no difficulty in getting machinery for the elevators at the same time the other facilities are provided, and the value of the storage works to the country, in the opinion of the minister of agriculture, will be greatly enhanced by the simultaneous completion of the Sidney terminal. The total sum to be expended is approximately £1,172,000.



## Feedstuffs

BUFFALO, N. Y. Wilder E. Sumner, who has been engaged in the feed trade here for a number of years, died Feb. 1, aged 68 years.

MISBRANDING of cottonseed meal, shipped by the Buckeye Cotton Oil Co., Memphis, Tenn., to Ohio, was disclosed by analysis and fine of \$100 and costs assessed.

ADULTERATION of beans shipped by Amidon Bros., Sparta, Mich., to Illinois, were found on analysis to contain decomposed vegetable matter. The beans were ordered destroyed.

ADULTERATION and misbranding of oats shipped by S. Zorn & Co., Louisville, Ky., to Virginia, was shown by analysis to contain added water. A fine of \$300 and costs were imposed.

DWIGHT F. HAMLIN, Pittsburgh, Pa., has filed a design as trade mark to be used on feeds compounded of alfalfa, grain and molasses for live stock, claiming use since Jan. 22, 1908.

ADULTERATION and misbranding of malt sprouts, shipped by the Froedtert Malting Co., Milwaukee, Wis., to Ohio, showed on examination 14 per cent of chaff, malt, and weed seeds. Fine, \$10.

ADULTERATION of Marco dairy feed shipped by the Marco Mills, Pine Bluff, Ark., to Tennessee in four lots, on analysis showed mixture of cottonseed hulls. Shipper paid costs and secured release of goods on bonds of \$250 in each case.

ADULTERATION and misbranding of "Gem" scratch feed, shipped by the Edgar-Morgan Co., Memphis, Tenn., to Georgia, was analyzed and showed 5% to 10.8% weed seed, and 2.3% fat instead of 3.5%, as called for in the label. A fine of \$10 and costs was imposed.

ADULTERATION and misbranding of cottonseed meal by the Bartlett Co., Jackson, Mich., on a shipment to Indiana showed the amount of protein, sugar and starch was below the quantity specified in the label and also the presence of 56% hulls. A fine of \$50 was imposed.

WOODLAND, CAL.—An alfalfa mill will be built in or near this city by the Western Grain & Sugar Products Co., of San Francisco. The company also contemplates the operation of a portable mill to grind alfalfa meal which will be used in the manufacture of sweet feeds.

ADULTERATION of oats, shipped by A. Kemper & Co., Chicago, to New York, was disclosed by analysis to contain barley and burnt oats. Goods were released on payment of costs under bond of \$1,000 and on condition label should show 13% barley and 22% bin-burnt oats.

HORSES and mules will eat about a pound of cottonseed meal daily and this addition to their ration aids to keep them in excellent condition, causing them to shed early and smoother in the spring than when fed on other rations entirely. —D. T. Gray in N. C. Station reports 1916.

MISBRANDING of "Molasses Fat Maker" by the American Milling Co., Peoria, Ill., was alleged on a shipment to Indiana, the label calling for 4% crude fat and 10% crude protein, whereas the product shipped contained a smaller quantity. A fine of \$250 and costs was assessed.

COTTON SEED products may not now be shipped from Texas into Oklahoma. Quarantine was authorized to prevent the spread of pink boll worms, present in certain parts of Texas, whose spread would jeopardize cotton culture in Oklahoma. Contracts for shipment may be filled under certificates of fumigation to be issued by Texas officials.

FT. SCOTT, KAN.—We have let contract to the White Star Co. for a warehouse with a feed mixing plant and seed cleaning machinery. The capacity of the plant will be 200 tons. It is to be built on a tract of land we have on the Missouri Pacific tracks. W. F. Brooks is pres., and Paul B. Brooks, sec'y of this company.—Brooks Wholesale Co.

CONDEMNATION and forfeiture of 400 bags of cottonseed meal at Waynesboro, Va., because of misbranding, the meal containing 36.06 per cent protein instead of 38.62 per cent, as stated in the label. Subsequently goods were delivered to claimant, W. Newton Smith, Baltimore, Md., on payment of costs and bond of \$700, in conformity with Sec. 10 of the act.

FORFEITURE of 250 bags of beans, containing over 14 per cent of stones and other foreign substances, shipped by the W. H. Carr Co., Saginaw, Mich., to Chicago, was suspended and the goods released on bond. The beans were ordered repicked at the expense of the owner. Similar action was taken on another shipment of 265 bags by the same concern to Chicago.

CAIRO, ILL.—Our molasses feed plant was destroyed by fire recently. We will not rebuild at present as we have another building in which we are installing machinery, and, while we have elvtr. in this building, we will be manufacturing molasses feeds within the next few days, using our wheat elvtr. for storage. The old plant consisted of a warehouse, 80x112 feet, a 10,000-bu. elvtr. and a feed mixing plant of 1,000 bags daily capacity. The capacity of the new plant will be 2,400 bags per 24 hours.—Sutherland Flour Mills Co.

A BILL restricting trading in grain futures has been introduced in the Dominion Parliament.

J. T. ADRISSON of The Dalles, Ore., is one of the two men appointed by the U. S. Bureau of Markets to devote their entire time to promoting the construction of bulk handling elevators in the Pacific Northwest.

AN APPROPRIATION of \$27,500,000 for the maintenance of the Agricultural department has been passed by the Senate with a provision for an 8-hour day for all clerks in the department. The amount is \$500,000 in excess of the sum named in the House bill.

Under the special appropriation of June 12, 1917, the work of the Federal Trade Commission is directed chiefly to the investigation of the preparation and marketing of meats, grain foods and the operation of produce exchanges, the Dept. of Agriculture devoting its attention to certain branches of marketing for which its organization affords special facilities. One of the principal aims of the whole investigation, however, is to ascertain whether the existing methods of production, manufacture and distribution are economical and efficient, and, if not, what reforms or improvements could be adopted to make them more so.—From annual report of Federal Trade Commission.

## Put in Mills, Conserve Feed Values.

BY W. T. C.

Economical use of foods and feeds is the acid test of patriotism now being applied to America. In normal or peace times European countries were large users of American farm products. America is the nearest source of supply for hungry Europe, now shut off from the remainder of the world by shortage of ocean tonnage.

Anything that can be done to increase the value of foods or feeds will prove a distinct aid in winning the great struggle in which this nation is engaged.

An effective way for the country grain dealer to help is to put in equipment to increase the value of grain used locally as feed. It is claimed by manufacturers of mixed feeds that stockman feeding whole grain waste 300 lbs. to 600 lbs. of each ton fed. If the mean of these two extremes is the average loss, then the stockman and the farmer is wasting nearly 25 per cent when feeding whole corn, wheat, oats, barley and other grains.

Experiments show that cows thrive so well on ground feeds that dairymen seldom use whole grain. Ground oats is excellent for horses and absolutely necessary to the proper nourishment of old horses. Hogs bolt their food and unless it is put in shape for easy digestion, much of its value is lost.

ATTRITION MILLS can be installed at a moderate cost and operated at a profit. They constitute an additional service for the producers of grain that can readily be turned to account by the progressive grain dealer.

Cost of a single runner mill with transmission and fittings, but without power, ranges from \$350 to \$400; double runner mills \$450 to \$500. The single runner mill can be run from the main line shaft, using a belt. Facilities must be provided for feeding the mill and arrangements made for bagging the feed.

Single runner mills will grind about 1,000 lbs. of oats an hour, fine grinding, or 2,000 lbs. an hour, medium fine grinding. They will grind 1,500 to 2,000 lbs. of corn. Much depends on the power available and the efficiency and skill of the operator.

Double runner mills are more efficient. They grind the grain finer and will handle slightly larger quantities. More room is required for their proper installation and they require a minimum of 15 h. p. as against 10 h. p. for the single runner mills. Cost of operating former may be figured at 2c to 2½c per cwt., when gasoline power is used and three to four K. W. per ton when electric power is employed. This is for the single runner mills and for fine grinding. For medium fine grinding the cost is very much less.

Power requirements stated are minimum, and it is well to provide an excess which makes for more satisfactory operation and greater production.

SOME ELEVATOR men do not want to bother with feed. Grain is shipped from many localities, is ground, mixed and sent back to originating point, and possibly sold to the man who grew it. He pays for the work of preparing the feed for consumption, pays freight in both directions and a profit to the mixer. This demand on transportation could be eliminated, the cost of the feed reduced and all concerned be better off financially by doing the work at home.

Half hearted attempts to meet the situation have been made by some dealers



buying and installing small plate mills, such as ordinarily are used on the farm. These mills do not grind any finer or better when operated in an elevator than when operated in a granary nor do farmers care to pay for work they can do themselves, particularly if they can do the work just as well.

**MAKING A PROFIT** is not the only object in putting in an attrition mill. The service the mill gives is a good advertisement. It brings the new trade to the elevator and paves the way to furnishing such supplies or materials as may be handled.

Many heavy buyers of feed, particularly in dairy communities, do not produce grain to sell but do grow much of their feed. Such patrons are quick to recognize and use a service established for their benefit.

A reasonable profit can be made by grinding grain for stock feeders. Screenings, of somewhat doubtful value when taken from the grain, and an almost sure source of economic loss if left in when the grain goes to market, can be converted into an excellent stock food by running it through an attrition mill.

**FOOD VALUES** of grain are increased by grinding, not because there is any nutriment imparted to the grain, but because the food it contains is reduced to form which readily may be assimilated by the animal to which it is fed.

At present prices if the increase in value was nominal only, it would pay big to have grain ground before feeding. A 2 per cent increase in the food value of corn, for example, would mean a gain of about 3c, while in wheat the gain would be about 5c; oats, about 2c.

Hogs bolt their food which, if ground, is more readily digested and the finer it is ground the greater its fattening qualities. Oat hulls are ground and fed to hogs and they derive considerable nourishment from such feed, but if unground hulls are fed they have no food value.

Coarse grinding is sufficient for cows, which are well equipped to grind and prepare their own feed. Dairy men find, however, that cows thrive well on finely ground feed and are demanding feed prepared in exactly the right way.

Horses have ground their own grain, in the past, but farmers now are using plate mills to prepare oats for their horses. One operator, using a single runner mill for grinding oats for horses, says his trade demands oats finely ground, particularly for old horses.

**PUT ONE IN.** There is a profit to be derived from its operation, it is a patriotic thing to do and the continued and heavy use of ground grains in any section will release a surprisingly large part of the yield for shipment to the world's markets.

**JAPAN** is now offering wheat to the United States.

**UNDER** present conditions the farmer is penalized for a small percentage of other cereals in his wheat which as an actual fact does no harm to the milled product. It is this loss in the grade that the producer objects to and as a consequence forces him to raise coarse grains. I believe this condition could be remedied at least during the period of the war and a certain period thereafter by removing the federal grading restrictions so the farmer will give his heartiest support and co-operation in order that we may furnish the world with wheat.—E. R. Rehnke, chairman Minnesota State Board of Grain Appeals.

## A Profit in Grinding Feed.

Many operators of country elevators are learning to their satisfaction that there is a fair profit in grinding feed for local trade. This source of profit long has been neglected by the grain trade and its neglect has brought about an increase in the cost of feed by reason of the practice, which heretofore has prevailed and continues in effect in many localities, of shipping the whole grain out and the crushed feed in.

Grain dealers who have been induced to put in attrition mills are warm in their expression of satisfaction from their use. An outline of the outcome of one such venture is given in a letter from R. F. Nelson, manager Tampico Farmers' Elevator Co., Tampico, Ill., part of which follows:

"We put up a two story brick building which, with the equipment, cost \$4,600. This was ready for operation in July, 1917. We use a 24-inch Robinson attrition mill, a No. 2 Robinson crusher and a Western sheller, all motor driven.

"Mill is fed from an overhead bin and the ground feed is loaded direct into wagon on the outside of building from a direct loading spout from the elevator head.

"Our charge for grinding grain is 10 cents per cwt., regardless of kind, and we have ground, from date of starting of the mill until Feb. 1 of this year, 1,200,000 lbs. of grain, giving us a gross income of about \$1,200. Cost of supervision and operation are hard to figure out. Our elevator man handles this in connection with his other work.

"Farmers in this locality say it is the best mill in this part of the country and are more than pleased that we put it in. "If any dealer desires to ask any questions about the mill and its work we shall be glad to answer."

A dispassionate consideration of the whole feed grinding question, the outcome of experience, is given by Lee Wolff & Co., Lakeville, Ind.:

"We believe a ball bearing attrition mill is the only satisfactory feed grinder for an elevator. While the first cost is more than a small plate mill, when you have installed one you have something for your money and a mill that will give you a big capacity on fine grinding and much finer grinding than you can do with a small mill. If the farmer knows you cannot do fine grinding, he won't bring his feed to you.

"Our mill has two elevators, one employed to feed the grain and the other for bagging the ground feed. We also have a crusher for crushing ear corn before grinding.

"We use 8 to 12 K. W. per ton in grinding, the amount of power required depending on the kind and condition of the grain, and whether we are grinding fine, medium or coarse.

"We are satisfied a good feed grinder like ours brings us business that we would not get without it. After a farmer becomes accustomed to bringing us grain to grind he also gets the habit of selling us his grain to ship. While he is in our establishment he often buys a barrel of flour, a few sacks of oil meal, a sack of poultry feed or other kinds of sacked feed.

"If an elevator man wants to go in for feed grinding he has just got to put in a good grinder; a poor one will drive business away.

"Our outfit costs us around \$1,500, but it is worth it. We have no doubt, tho,

that a man can put in a smaller attrition mill for less. We believe the smallest size attrition mill is 16 inches, and it will take about 15 h.p. to do the work.

"Grinding is worth 5 cents a bu. That is what we charge and the farmers are satisfied with the price and the kind of work we do.

"We had a plain bearing mill before this one and that took a lot more power to run. The makers claim one-third saving in power with the ball bearings, and it certainly does all of that."

## Profits on Wheat Feeds.

The Food Administration on Feb. 14 issued regulations limiting profits on wheat mill feeds. There shall be no re-sales within the trade. Brokers are to have a margin of 25 cents a ton.

Commission agents, making sale, delivery and collection are permitted to charge not to exceed 50 cents a ton commission.

Wholesalers or jobbers shall not charge more than a reasonable advance over the cost of feeds to them, and these profits must not exceed:

On shipment from mill or in transit, demand draft or sight draft, \$1 per ton;

Shipment from mill or in transit, sale on arrival, draft terms, \$1.50 per ton;

Sale ex-jobbers' warehouse, payment cash, sight draft or demand draft, \$2.50 per ton;

Sale ex-jobber warehouse, upon arrival, draft terms, \$3 per ton.

In making sales on credit not to exceed \$1 a ton may be added to the margin which could be charged if sold on arrival draft terms.

Retail profits are to be determined by the federal Food Administrator for each state. Dealers doing less than \$100,000 of business a year are not subject to license, but are under the food control act. Their profits must be reasonable.

## Cause of Freight Congestion.

During the last railroad strike the railroads could not switch a car for three or four days. Shipments continued to arrive and when the strike was broken we had about 75 car loads of bulk feed on track. That was more than our elevators could handle in the free time allowed and we paid out several thousand dollars for car service. That is one reason for congestion and delay.

Another cause is the overloading of cars. Sixty per cent of the freight cars come in in a broken down condition, due to overloading. They are set on the bad order car tracks and we find our requisitions for cars ignored or only partially filled. The railroads keep bringing in everything and don't let you ship anything out. By and by you simply cannot unload because there is no more room, or for ten days you get nothing, then they bunch and set in 150 cars from all points of the globe in one day. There is no redress and no way you can get any satisfaction.—R. W. Chapin, Pres. Chapin & Co.

**REMEMBER** that being a slave to your eating habits is one way of helping the Kaiser.

**PINTO BEANS** are to be further popularized. A com'tee representing the Colorado Pinto Bean Growers Ass'n, Denver bean jobbers and the agriculture and live stock bureau of the Civic Ass'n has taken up the work of devising a method for the disposal of the unsold portion of last year's crop.



## Seeds

BOYNTON, Mo., Feb. 20.—Some timothy seed is yet to be sold.—Wm. Stutler.

CARDIFF, ILL., Feb. 21.—We have very little seed corn.—J. H. & G. E. Walsh.

MARCUS, IA., Feb. 21.—Seed corn needed badly.—The Edmonds-Londergan Co.

ASHTON, ILL., Feb. 20.—We are short on seed corn and barley.—O. C. Baker.

BATES CITY, Mo., Feb. 20.—We will need quite a lot of seed corn.—J. B. Williamson & Son.

BLANCHARD, IA., Feb. 20.—Will need some spring wheat for seed.—Blanchard Mill & Elevtr. Co.

HAYS, KAN., Feb. 9.—Seed corn and sorghum seeds are scarce in this locality.—W. J. Madden.

NOWATA, OKLA.—The Lanning Seed Co., recently organized, is putting up a warehouse and office.

KINGMAN, KAN., Feb. 11.—Seed corn, kafir and cane seed will be very scarce.—Independent Mlg. Co.

ARNOLD, IA.—Seed corn situation is bad, only about 50% of the crop being good for seed.—Arnold Grain Co.

MARTINSVILLE, IND., Feb. 19.—It now looks like seed corn is going to be scarce.—Branch Grain & Seed Co.

BARNETT, ILL., Feb. 19.—Seed corn is very scarce, and most of it will have to be imported.—G. B. Carrico.

CAYUGA, IND., Feb. 19.—Seed corn situation here slightly above the average for the state.—Cayuga Mlg. Co.

BAILEY, IA., Feb. 20.—We are having some inquiries from farmers for seed wheat and barley.—W. F. Jordan.

MORRISTOWN, IND., Feb. 19.—Believe the seed corn proposition will be taken care of satisfactorily.—Patten & Zike.

ST. JOSEPH, Mo.—We are experiencing peculiar conditions and slow freight service in the seed trade.—Farber Seed Co.

BRIGHTON, ILL., Feb. 20.—We have plenty of seed oats. No seed corn.—Brighton Grain, Flour & Feed Co., J. H. Merten.

CARMI, ILL., Feb. 20.—We have some corn here that would do for seed, but we have no demand for seed corn.—Wm. C. Smith.

ALDRICH, Mo., Feb. 20.—We have some seed corn which could be hot if cars could be had to handle it.—Aldrich Lbr. & Grain Co.

BALTIMORE, MD.—It is difficult to get seeds, as we cannot depend on transportation, either in or out.—John J. Bufington & Co.

BELLFLOWER, ILL., Feb. 19.—Seed corn very low in germination. Most farmers will be compelled to buy their seed.—W. T. Bradbury Co.

BELLE PLAINE, IA., Feb. 21.—Plenty of seed oats, wheat and barley. Seed corn very scarce; about 50% of requirements on hand and it is of poor quality.—E. A. Tappan.

SIKESTON, Mo.—Northern and western corn is being shipped in for grinding by the Scott County Milling Co. Locally the corn crop reached full maturity and this is shipped to St. Louis and there is sold for seed. Prices realized about the first of February were \$2.10 to \$2.25 a bu.

SUNNILAWN, lettered in a design, has been filed by C. Edward Kendel, Cleveland, O., as a trade mark for lawn seed. Use is claimed since Feb. 1, 1917.

NEW CARLISLE, O.—We have taken over the seed business of the Miami Valley Seed Co., and that company is now out of business.—W. N. Scarff & Son.

WICHITA, KAN.—The Campbell Seed & Supply Co. was recently organized by J. J. and A. R. Campbell, the former having been associated with Ross Bros. Seed House.

COLORADO SPRINGS, COLO., Feb. 12.—The farmers have been reluctant to sell their pinto beans at prevailing prices and probably 40% of them are still on hand.—L. M. Hunt Grain Co.

ARBELA, Mo., Feb. 21.—Seed corn selling at \$5.00 per bus., which is high, but there is plenty in the country with what has been shipped in from other parts of the state.—A. J. Robinson.

ADRIAN, ILL., Feb. 19.—The seed corn proposition is bad, as many ears which were thought to be good seed prove to be partly dead, and it will take careful picking to get enuf to go around.—C. E. Conn.

YELLOW ROCKET is a dangerous weed, said to have been introduced as an impurity in grass and clover seed. Methods of eradication are recommended by E. A. Bessey in Michigan Station Special Bulletin 80.

KENDALLVILLE, IND., Feb. 19.—We think our seed corn is scarce, and are quite sure there is not enuf seed corn for our local farmers, and that some will have to be shipped in from outside.—Campbell & Co.

GRANGER, IA., Feb. 20.—I think that the worst feature of the grain situation is our shortage of seed corn; and when the farmers generally find out how serious it is there will be a great demand for it.—J. C. Smith.

A NEW disease of wheat appearing in Indiana, Arkansas, Kansas, Missouri, Oklahoma and Texas, and believed to be present in other states, is discussed by E. F. Smith, the department Journal of Agricultural Research 10, No. 1.

SEED for this year's planting is assured for the farmers of Renville County, North Dakota, whose commissioners have authorized the issue of \$225,000 in conformity with the law passed at the recent special session of the legislature.

PHILADELPHIA, PA. — The following com'te on seeds has been appointed by Pres. Louis G. Graff of the Commercial Exchange: Clarence A. Neal, John W. Koch, Charles G. Alexander, G. Wilbur Taylor, James Sharpless, W. I. Brocklehurst.

WICHITA, KAN.—Kafir receipts at this market during January were 6,000 bus., compared with 2,500 bus. in January, 1917. Shipments during the month were 3,000 bus., compared with 2,500 bus. in January, 1917.—R. B. Waltermire, sec'y Board of Trade.

LOSS OF VIABILITY of seed in storage is being studied by J. F. Groves, who holds there is no justification for placing such emphasis on predicted longevities of seed held at low temperatures. Study has been based on duration of life at high temperatures by means of which the degeneration of seeds at ordinary temperatures can be explained. Experiments with Turkey red wheat are explained in Bot. Gaz. 63, published by the Department of Agriculture.

LUZERNE, IA., Feb. 22.—There will be a larger acreage of clover planted this spring than ever before, as we have sold more clover seed this winter than in past 4 years combined. Labor is getting scarce.—Luzerne Merc. Co., Geo. H. Lichtenberg, mgr.

FREDONIA, N. Y.—The Fredonia Seed Co. has been acquired by George Ostrander, who will serve as general manager, and associates. The business formerly was conducted under the management of the late Frank M. Roesch. Extension of the business is being planned.

SPIKELET, a new variety of oats, is offered by a Canadian seed house. It is claimed the new plant should produce 60 to 200 grains to the head, compared with the present production of 30 to 65 grains. This variety was imported from England and a yield of 142 bus. per acre has been reported during the two years test planting.

BALTIMORE, MD.—We have nothing in the seed line to offer at this time. Baltimore is worst congested terminal in the United States. We have been unable to get anything into Baltimore and hardly anything out, even by express. Goods en route since October and November have not yet arrived.—J. Bolgiano & Son.

FREE TESTS of wheat seed are offered wheat growers by the Department of Agriculture of Manitoba. The department emphasizes the value of accurate tests to establish the germinating power of seed to the wheat grower and the importance of using good seed and producing heavy crops to Canada in its struggle to win the war.

EVANSVILLE, IND.—W. H. Small, pres. of W. H. Small & Co., seed dealers of this city, who fell down the shaft of an elevator at the company's warehouse several weeks ago and so badly shattered his leg that it was necessary to amputate the member, left the hospital a few days ago and hopes to be able to resume his duties within a short time.—C.

MONTANA'S SEED LOAN LAW is constitutional, the Supreme Court of that state has declared, but in its present form can be used only to the extent of \$10,000 by each county, was the ruling in the suit brought to restrain Sheridan commissioners from holding a special election to vote on a bond issue of \$300,000 to provide seeds for needy farmers.

ANTLERS, OKLA., Feb. 12.—The government must handle the seed question and do it now or the question of starving stock will be the crying question next fall. Along with this will be human suffering. It will do no good to get the red tape unwound in midsummer after the seeding season is past. Labor shortage on farms getting acute. Will get worse.—James L. Admire.

JACKSON, MICH.—The new seed plant of S. M. Isbell & Co. has been placed in operation. The company's facilities now comprise the grain, bean and seed elevtr. and feed warehouse which has been in use for some time, a garden seed elevtr., and the new offices, receiving, cleaning, packing and shipping dep'ts of the new plant. The machinery which has been installed is up to date in every respect, and includes a special Hess Drier, and Monitor and Clipper Cleaning and Separating machines. Each machine is individually driven by an electric motor, which, in most cases, is direct connected, and the plant is protected against fire by an automatic sprinkler system.—T.



PENCE, IND., Feb. 22.—Seed corn situation growing more serious each day as we get reports from tests made by farmers. Altho this is a small station we would have no difficulty in disposing of 300 bus of seed—Stewart Elvtr. Co., Stewart.

SEED CORN is the subject of a folder issued by the State Council of Defense of Illinois in co-operation with the University of Illinois, the College of Agriculture and the Departments of Agriculture of the state and nation. It tells of the seed corn shortage and of measures taken to meet it, and its warnings and suggestions are addressed to the farmers. A list of county chairmen is given and farmers are urged to communicate with the chairman for their county in the event they have seed corn to sell or wish to buy seed.

WINNIPEG, MAN.—The Manitoba Dep't of Agriculture has issued a statement explaining the recent act passed by the legislature empowering municipalities to borrow money for use in purchasing seed grain to supply to farmers. The limit to which any municipality may go in this direction is \$60,000, and the permission covers only the present year. The notice states that the Dominion seed branch, thru its western office in Regina, Sask., has purchased considerable reliable seed, which it is ready to supply in carlots to fill orders of municipalities.

FORAGE PLANT seeds permitted entry into the United States during January, 1918, with comparative figures, where available, for January, 1917, are given, the entries for 1918 being first mentioned: Canada blue grass, 289,900 lbs.; alsike clover, 375,700 and 360,000 lbs.; crimson clover, 107,400 and 319,100 lbs.; white clover, 1,700 lbs.; alsike and tim-

othy, 13,200 lbs.; broom corn, 42,300 and 20,000 lbs.; rape, 1,232,500 and 301,300 lbs.; English rye grass, 225,100 and 327,200 lbs.; Italian rye grass, 64,500 and 48,100 lbs.; hairy vetch, 9,700 and 7,600 lbs.

HUGOTON, KAN.—We have erected a warehouse for the purpose of handling seeds grown in this locality. Pure seeds have been badly needed, and we are now prepared to handle milo, kafir, feterita, broom corn seed and all varieties of cane seed, keeping each separate. We are installing a power grader and expect to be able to supply the retail trade and to ship in carlots. Feed sorghums are moving very freely with average price about 3½¢ per lb. Seed stock is higher, bringing from \$6.50 to \$8.10 per cwt.—H. B. Wheaton Grain Co., H. B. Wheaton.

SHALLU or "Egyptian Wheat," is described by B. E. Rothgeb in Farmers Bulletin 827, as a late maturing sorghum which has been exploited as Egyptian wheat, Mexican Desert Wheat Corn and other fancy names. A comparison is made on the yield of this grass, grown on the southern plains, with the yield of other sorghums in substantially the same district. When grown under the most favorable condition the yield is said to be lower than those of kafir corn and milo maize, while in unfavorable seasons it frequently fails entirely. Because of its late maturity (125 to 140 days) it is likely to be damaged by drouth.

AFTER AN EXPOSURE of 20 minutes to a temperature of 80 C. (176 F.) Kubanka and other varieties of wheat were planted in pots which received 60, 40 and 20 per cent of the amount of water required to saturate the soil. The experiments were made in Russia by S. J. Worobiew, who concludes heating has a stimulating effect

on the embryo and promotes a tendency to xerophytic structure, evidenced in the reduced height of the plant, decreased weight of the leaves and dimensions of the cells. Xerophilous plants best withstand a lack of water, and it may be assumed that heating the seed produces no modification in the structure of the plant, but where the amount of moisture is limited, heated seed produce plants so modified as to withstand drouths.

SAGINAW, MICH.—The following committee has been appointed to work with Gov. Sleeper in the distribution of seed beans and seed corn during the spring: W. I. Biles, Saginaw, chairman; Frank Nowlin, Albion; E. L. Wellman, Grand Rapids; Joseph Frutchey, Cass City; Fred E. Lewellyn, Grand Rapids; Fred Welch, Owosso; John McAllister, Caro; Fred W. Kinde, Bad Axe; Howard E. Chatterton, Mt. Pleasant. I would suggest that dealers do not make any contracts for bags until it has been determined by the railway companies under government management whether larger packages than 100 lbs. shall be done away with. As I understand the Central Freight Ass'n instructions and weighing bureau have completed their inspection and have about made up their minds and their members have practically agreed to adopt as soon as possible, a standard 100-lb. bean bag to be made from cotton or burlap or both. Therefore, it may prove to be wisdom to clean up on all the old bag stocks before placing any orders for new ones of larger carrying capacity than 100 lbs.—W. J. Orr, pres. Michigan Bean Jobbers Ass'n.

CONGRESSMAN SABATH, of Illinois, introduced a bill to prohibit trading in cotton futures.



## Sell Seeds That Grow

Grain Elevator Men, do you realize that it is to your advantage to supply your farmer patrons with high quality Grass Field Seeds and Seed Grain? The use of seeds that show high purity and good germination is important, and it would be well for you to order

# PURISCO BRAND SEEDS

as early as possible to assure prompt shipment. Ascertain your requirements and let us hear from you promptly. Quotations and samples gladly furnished upon request.

### BUYERS and SELLERS

Timothy	Sweet Clover	Millets	Sowing Rape
White Clover	Red Clover	Hungarian	Sunflower
Alsike	Blue Grass	Orchard Grass	Rye Grass
Red Top	Alfalfa	Field Peas	Seed Grain, etc.

ASK FOR SAMPLES AND PRICES OF PURISCO WHITE SEED OATS AND SEED BARLEY

We are buyers of SEED CORN of good germination. We are endeavoring to co-operate with the Government in locating supplies of SEED CORN suitable for planting in northern sections. SEND SAMPLES of surplus stocks.

## The Illinois Seed Company

349-369 E. North Water Street

CHICAGO





## Supply Trade

OMITTING advertising because you're busy is like stopping at third-base on a home run drive.—*Class.*

THE advertiser who wants a publication to make a \$618 contract "an even six hundred" would be very indignant if accused of soliciting a cash present of \$18.—*Mahins Messenger.*

MAROA, ILL.—The catalog being distributed by the Maroa Mfg. Co. gives a complete description of the Boss Line of elevator machinery, which includes car loaders, combination grinders and graders and cracked corn separators. It also describes an easily made and installed drier system, made possible by the use of a Boss Blower. This interesting catalog will be sent to Journal readers upon request.

BUILDING statistics for 157 cities in the United States show that during January building permits for structures valued at \$26,545,538 were issued against \$57,344,419 in January, 1917. This decrease of 53.7% should release enough carpenters to operate all the wood shipyards to capacity without cutting down the supply of carpenters to the grain elevator builders. This is the first January in years that the building permits in the 157 cities did not exceed forty-five million dollars. The increase in the building of grain elevators promises to give employment to all the carpenters obtainable.

CHICAGO, ILL.—Every reader of the Journal should have in his office for ready reference, catalog No. 80 of the H. Channon Co. This catalog covers very thoroughly the extensive line of grain elevator machinery carried by the company.

CHICAGO, ILL.—Grain elevator men who own and operate motor trucks will be interested in Link-Belt Co. book No. 359 "Chain Driven Motor Trucks and Tractors." This book will be sent to Journal readers who write the company requesting it.

CHICAGO, ILL.—E. Brezinsky, a representative of the Strong Scott Mfg. Co., was killed on the railroad tracks near the C. & N. W. Terminal elevator at So. Chicago, Feb. 16. He was crossing the tracks on his way to the elevator, and in view of the fact that a heavy snowstorm was raging it is thought that he could not hear or see the approaching train.

WASHINGTON, D. C., Feb. 12.—Fees of the George A. Fuller Co. and Thompson-Starrett Co., were inquired into to-day by the senate com'te investigating war preparations. The former, Brig-Gen. Littell, in charge of construction, and his aids, testified, built the Fort Riley (Kan.) and Quantico (Va.) camps, with estimated fees of \$500,000, and also government buildings in Washington estimated to cost \$2,600,000 on a 7 per cent commission basis. The Thompson-Starrett Co., the com'te was told, will get \$612,500 for building the government powder plant at Charleston, W. Va. The firm also received \$250,000 for building the Yaphank (N. Y.) cantonment and about \$200,000 for the Staten Island hospital.

## Portable Man Lift for Deep Bins.

Several years ago the H. W. Caldwell & Son Co. designed and built a special portable man lift for the Calumet Malting Co., of Chicago, to be employed to lower workmen into the barley bins to sweep down the walls and clean up the dust. The lift cost slightly less than \$400. Ladders in each of the bins served by the lift would have cost at that time \$2,400.

Here was an initial saving in cost of equipment which figures out as a reduction in the overhead of \$10 a month. That merely was the first item of saving. The lift, being electrically operated, saves time of the workmen engaged in keeping the barley bins clean, enables them to do much better work, as the crane may be swung to place the man in the bin at exactly the right place to do his work most effectively. The mechanism is operated by mechanical power so that accidents through the inattention of the man in charge of the lift are prevented. Motor is equipped with a sole-noid brake. When power is turned off the hoisting drum is automatically locked.

Ladders for bins in the large terminal and storage elevators are a big item of expense. Use of a portable lift of this description would do away with the necessity of such investment, provided that all obstacles to the free movement of the portable lift are overcome.

In cases where the bins are not floored over provision would have to be made for carrying the lift on track or overhead trolley from one point to another, also for carrying it over the conveyor belt ways. These, of course, are not insuperable obstacles.

Use of a device of this character would do away with the necessity of installing a ladder in each bin, would enable the operator to place a man at any point in the bin and to keep him there so long as might be necessary. Workmen admitted to bins in the swing can not be drawn under the grain and suffocated, so it is a life as well as a time saver.

In view of the existing high prices of iron and steel it should be profitable for those who design elevators, and those who pay for them, to take this into account.

A NEW SHIP is being turned out on the Pacific Coast every four days. As fast as completed the boats are loaded with supplies and sent abroad.

## Books Received

**HENDERSON'S WAR TAX GUIDE.** An important and authentic digest of the war taxes and excess profits taxes, as recently enacted and now in full force. Published by the Federal Law Service, Chicago. Price, \$3.

**YEAR BOOK, 1917,** issued by the Missouri State Board of Agriculture, treats in detail the manifold phases of the work carried on under the directions of the board. It is issued under the direction of Secretary of Agriculture, Jewell Mayes, Jefferson City, Mo.

**FARM DIARY.** Farmers have ignored the scores of bookkeeping systems devised for their use, but have maintained records of a sort in their own way. Based on a study of such methods "Farm Diary, a Business Record and Account Book," a plan was devised by E. H. Thomson, of the United States Department of Agriculture. Means are provided for a day to day record of all important transactions. Published by the World Book Co., Yonkers-on-Hudson, N. Y.



Electrically Operated Manlift for Grain Storage Bins.



## Grain Carriers

DRYING, delivery and elevation of grain by Weehawken and Jersey City elevators will cost more if the Interstate Commerce Commission approves application for increase made by rail and water carriers.

C. E. SPENS, of Chicago, vice pres. of the Chicago, Burlington & Quincy, has been appointed director of transportation for the Food Administration and also becomes a member of Director General McAdoo's staff.

GRAIN LADEN from an American port and presumably bound for Rotterdam, the steamer Frilau was torpedoed after having been bombarded. Six men were killed and twenty-nine survivors were landed at Terschelling.

ELEVATOR operators of the western markets may not reload cars for shipment to eastern terminals. This order which originally was directed to the elevator operators of Chicago is now made to apply to all western markets.

FERTILIZERS and materials used in their manufacture are exempted from the provisions of the embargo now effective in all official classification territories. Order to this effect was issued by A. H. Smith, regional director of eastern railroads.

BEANS and no cars in which to ship them, is the plight of farmers of the Yakima Valley who responded to the call of the government for increased production by turning out a tremendous crop which has been ready for market for several months.

ONE of Chicago's malt houses now patriotically drying corn in its kilns complains of poor switching service. This company has no room to store corn for a considerable period and its drying capacity is available only if cars are set in and out promptly.

MARINE SECTION of the Railroad Administration has been placed in charge of W. H. Pleasants, pres. of the Ocean Steamship Co., who will have supervision of coastwise and great lakes steamship lines operated by railroads. Water transportation will be developed to facilitate the movement of coal.

SENATOR R. BROWN, the majority leader of the New York legislature, declared recently on the floor that farmers of that state are feeding wheat to stock, due to the inability of the railroads to bring in other feeds. He stated, also, farmers are greatly handicapped by not being able to ship their crops to market.

THE FACT that carriers in negotiating the settlement of claims for loss and damage urge that coal shippers assent to a deduction of 1 per cent from the billed weight, or indeed any per cent because such percentages are carried in the tolerance rule embodied in carriers' tariffs, is not ground for this Commission to hold that the tariff publication of the tolerance rule *per se* is an attempt by the carriers to limit their lawful liability. We shall enter no order for the future. This record does not afford an adequate basis for the determination of what a reasonable total tolerance would be, whether 1 per cent, or more or less than 1 per cent. Decision by I. C. C. in *N. W. Traffic & Service Bureau v. C., M. & St. P.*

THE MATTER of clearances will be discussed at Chicago March 11 at a conference with railroad officials called by the state public utilities commission.

Grain receivers of Chicago, at a meeting held Feb. 8, protested against the re-consigning order of the Interstate Commerce Commission, and asked a rehearing on the order.

REPORT on the Panama Canal traffic for the fiscal year ended June 30, 1917, shows 1,088 vessels passed through it against the passage of 787 vessels the previous year, the tonnage records being 6,009,258 tons and 2,479,762 tons respectively. Income for the year from tolls was \$5,631,000, the total income from all sources \$7,579,588. The canal cost \$378,511,853.

A \$500,000 corporation, known as the Wheeling Boat Co., has been organized to operate freight carriers on the Ohio. Huntington, W. Va., business men have decided to finance a freight boat line between that city and Cincinnati and intend to use \$50,000 to \$100,000. Daily service is planned. Huntington has petitioned the Wheeling company to extend service from Pittsburgh to Huntington.

### Egg Trade Confusion Due to F. A.

Corn dealers who have been accustomed in other years to contract their shipments in an orderly way far in advance will do well to heed the warning presented by the condition of the egg trade. The same cancellation of contracts and fixing of prices far below the commercial level of stocks on hand may occur with corn as with eggs. The *New York Produce News* says:

"If ever anarchy and chaos reigned supreme in any line of business it reigns today in the egg business. Confidence and credit have been shaken in the enormous upheaval caused by the Government's attitude on the settlement of contracts for the December delivery of April eggs. Never was the trade more up in the air regarding conditions; never were operators so much in doubt regarding moral and credit ratings. Thousands of dollars of book profits have been wiped out and turned into what are possibly untold losses. Firms that always have been considered gilt edged and solvent; firms with a reputation of years behind them of unbroken business success and good record for completing deals today face the alternative of choosing the decision between enormous losses or welching on what have been considered good and binding contracts all season.

"Conditions in the egg business were never more chaotic nor could any situation be even imagined that could possibly disrupt the very fiber and tissue of the egg business as much as the condition that confronts the trade on the matter of December deliveries."

THERE will be no legislation fixing prices of food commodities or raw materials beyond that which is now written in the law. The House will not stand for any price fixing legislation on cotton products, in my opinion.—Claude Kitchin, House Democratic leader.

BARBERRY bushes are said to be distributors of black rust. Representative Young of North Dakota asserted recently in the House of Representatives that this bush had caused the destruction of 190,000,000 bus. of wheat in the northwest in 1916, and proposed an appropriation for its eradication, which was adopted.

### Price Fixing.

WORK on a price fixing bill will be begun soon, said Chairman Lever of the House Com'te on Agriculture, Feb. 20, promising a statement explaining the features of the bill within a week.

THRU its zone agents the Food Administration Grain Corporation is gathering information relative to the highest, lowest and average prices paid for corn by country dealers to growers during the last 60 days. These reports will be wired daily to Washington in readiness to act if Congress grants the Food Administration authority to fix the price of corn.

GRAIN DEALERS who bot wheat at \$2.80 and then were requested by the government to sell at \$2.20 will appreciate the following resolution recently adopted unanimously by a mass-meeting of 400 merchants at Liverpool: "That the refusal of the Ministry of Food to take over or to allow the free sale at equitable prices of stocks and contracts purchased before the issue of the Maximum Prices Order is a serious injustice to the trade and contrary to the British Constitutional practice."

EVEN the dullest intellects know to-day that the law of maximum prices has annihilated, from day to day, commerce and agriculture. The more this law was made severe the more impracticable it became: the multiplication of our riches and means of exchange are to be entrusted to industry free of all shackles, and to a regenerated commerce. The provisioning of the Republic is confided to competition and liberty.—Paris Convention, Dec. 24, 1794.

ROBERT BARBER, chairman of a meeting of protest at Liverpool said: Those present were not animated by any lack of patriotism or of loyalty to the Government. They all realized the importance of keeping prices as low as possible. Their grievance was that under the maximum prices order hardships which were quite unnecessary had been imposed on those engaged in the importation and distribution of feeding stuffs, and which were bound eventually to defeat the objects which the Government had in view.

THERE is no getting away from the fact that deliveries of wheat in the United States have been so far disappointingly small. We ourselves have always held the opinion that the crop movement would disappoint those who looked for good supplies as the result of Government control, and we based our opinion mainly on the fact that, as the immediate result of Government control, there would be no active body of merchants whose special business it would be to bring the wheat forward.—*Corn Trade News, Liverpool.*

THE PUBLIC—even the most ignorant section of the public—is beginning at last to awaken to the consequences of the attempt to control food prices. In the poorest quarters it is today a common saying that "Directly the food controller touches anything you cannot get it any more." This is a result which every student of political economy has predicted months or years ago, and many economists did predict. Very few people listened to them. Indeed, even Mr. Walter Runciman got practically no hearing when, as president of the Board of Trade, he met complaints against rising prices by pointing out that the question of supply was more important than the question of price, and that, if prices were controlled, supplies would probably disappear.—*London Spectator.*



## Supreme Court Decisions

**Consignor Liable for Freight.**—The consignee of freight with whom the contract of shipment is made is liable to the carrier for the transportation charges, unless there is an express agreement between the consignee and carrier exempting the consignee from such liability, though the carrier may also look to the consignee to whom the goods are actually delivered for the payment of the freight charges.—*Great Nor. Ry. Co. v. Hocking Valley Fire Clay Co.* Supreme Court of Wisconsin. 166 N.W. 41.

**Production of B/L.**—A consignee of an interstate shipment, intending that the goods should not be delivered to the consignee without the production of the B/L, may protect himself by taking an order bill in the form prescribed by the Interstate Commerce Commission, or, if preferring a straight bill, may protect himself by notification to the carrier, under Personal Property Law, § 219, as added by Laws 1911, c. 248, that a third party is the transferee of the bill.—*Dusal Chemical Co. v. Southern Pac. Co.* Supreme Court of New York. 168 N. Y. Supp. 617.

**Furnishing Cars.**—Since the Interstate Commerce Act itself requires the furnishing of suitable cars and reasonable dispatch, the rule that, in case of conflict between the state and federal statutes, the latter controls, does not prevent operation of Code Supp. 1907, § 2116, providing that every railway corporation shall, upon reasonable notice and within a reasonable time, furnish suitable cars to any and all persons who may apply thereof, for the transportation of any and all kinds of freight, and receive and transport such freight with all reasonable dispatch.—*Baird Bros. v. M. & St. L. R. Co.* Supreme Court of Iowa. 165 N. W. 412.

**Demurrage Under Cartage Tariff.**—Failure of company's cartage agent to make delivery of the contents of cars within the free time allowed after the cars were placed on the delivery track was not that of company, so as, under the cartage tariff, to free the consignee from liability for demurrage, where it was because the consignee was not ready for their contents, and instructed the cartage agent, who was willing and ready to seasonably unload and deliver every car, to unload and deliver other cars, and so due to the consignee's fault; and this, tho the cars had been placed on the delivery track in an order different from that of their shipment, in which order the consignee wanted their contents, any claim of the consignee on this account being separate from that of liability for demurrage.—*Mich. Cent. R. Co. v. U. S.*, U. S. Circuit Court of Appeals, 246 Fed. 353.

**"Intermediate Stations."**—Tariff Circular 15A of the Interstate Commerce Commission, effective March 31, 1911, provides that a tariff shall contain an alphabetical index of the points from and to which it applies, and, further, that "this is not to be understood as prohibiting the incorporation in a tariff of a rule for the affirmative and definite application of the rates or fares named in that tariff to or from points not indexed, and which are distinctly intermediate on the same line with points that are indexed." A tariff published by a railroad company provided that "between stations \* \* \* rates to or from intermediate stations will be the same as shown to or from the next more distant station to or from which rates are named." Held, that such provision must be construed in connection with the circular under which it was issued, and that it had no application to points which were indexed, and to or from which specific rates were named.—*National Elevator Co. v. C., M. & St. P. Ry. Co.*, U. S. Circuit Court of Appeals, 246 Fed. 588.

**Shipper Entitled to Lowest Rate.**—Where there were two rates applicable to shipments between certain points, one a joint or thru rate over one route, the other made up by adding the respective rates of the several roads involved in another route, the initial carrier was at liberty to contract with reference to the former rate, tho it shipped over the latter route, and, when the terminal carrier accepted the shipment it was chargeable with notice of the rate agreed upon, and could not charge the shipper a greater compensation than the contract provided for.—*Oden-Elliott Lumber Co. v. L. & N. R. Co.* Court of Appeals of Alabama. 77 South. 240.

**Conformity of Goods to Sample.**—In an action for goods sold by samples, where the evidence as to whether the goods were according to sample was conflicting, but where the court on appeal, from its inspection of the goods furnished, might see that they did not conform to the sample, a verdict for plaintiff will be set aside as against the weight of the evidence. No expert testimony was needed to point out such difference between the sample and the goods furnished, where the court from its own inspection could determine the difference, and expert testimony was necessary only to enable the court to determine the effect of the difference on the value of the goods delivered.—*Eclipse Works v. J. T. Murray & Co.* Supreme Court of New York. 168 N. Y. Supp. 620.

**Rejection of Shipment.**—Under St. 1908, c. 237, § 44, subd. 2, providing that where the seller delivers to the buyer a quantity of goods larger than he contracted to sell, the buyer may accept those included in the contract and reject the rest, or may reject the whole, and subdivision 3, providing that where the seller delivers to the buyer the goods which he contracted to sell, mixed with goods of a different description not included in the contract, the buyer may accept the contract goods, rejecting the rest, or reject the whole, where a seller of salt in bags, shipped it by rail to the buyer in a car containing other salt for another customer, and the railroad notified the buyer of the arrival of the entire carload of salt, which did not correspond to what the buyer had ordered, the notice by the railroad was not a sufficient tender by plaintiff of performance of contract.—*Rock Glen Salt Co. v. Segal.* Supreme Judicial Court of Massachusetts. 118 N. E. 339.

**LIVESTOCK** on the farms and ranges of the United States on January 1 included 21,563,000 horses, 4,824,000 mules, 23,284,000 milch cows, 43,546,000 other cattle, 48,900,000 sheep and 71,374,000 swine. There was an increase of 3,871,000 in the number of swine and all other livestock showed an increase, compared with Jan. 1, 1917.

**MISSOULA, MONT.**, has a thrift plan. The Chamber of Commerce has presented every child in the grammar and parochial schools with a thrift card, a thrift stamp being attached. The idea has spread to Ronan, Arlee and St. Ignatius and it now is thought every child in Missoula County will be given a card with stamp attached before Feb. 1.

**HOLLAND** is devoting attention to the possibility of growing its own wheat. At one time that country raised sufficient wheat for its own needs, with a surplus for export. Wheat fields gave place to stock farms and truck growing. An increase of 600 per cent in the quantity produced would be necessary to satisfy the domestic demand for flour. The outlook is not bright because of the lack of mechanical power or sufficient horses to turn pasture lands into wheat fields. The horses left on the farms are enfeebled by lack of adequate feed. Whatever the difficulty, Holland will produce more wheat in 1918 than at any time in recent years.

## Policy Covers Grain Within 100 Feet of Elevator.

At 5 o'clock on the afternoon of Sept. 11, 1915, the elevator of the Dodge Elevator Co., at Bathgate, N. D., was burned, together with a car of wheat standing on the side track within 25 feet of the elevator. The car had been loaded Sept. 10 with 1,317 bus. of wheat, and the elevator company filled out a bill of lading and at 10 a. m. next day presented it to the agent of the railway company, who signed it, with the words "protected over night by locks" written thereon, the grain being consigned to itself at Minneapolis.

The policy of insurance insured plaintiff against loss or damage by fire upon grain "their own or held by them in trust or on commission, or sold but not removed, or held in storage; if in case of loss the insured is liable therefor; while contained in the elevators, warehouses or sheds specifically described in the schedule hereto attached or while in cars on tracks within 100 feet thereof."

The insurance company contended that the car of wheat was not covered by the policy, and if it was covered the facts showed a breach of the conditions against change of interest or possession. Counsel for the insurance company argued that grain in cars had to have a legal status identical with that in the elevator, to be covered; and that grain delivered to a carrier for shipment was not covered. He claimed that this was grain in transit, that the carrier was liable as insurer, and that defendant was not.

The Supreme Court of Minnesota on Dec. 21, 1917, in ruling against the Hartford Fire Ins. Co. said:

It seems to us that to adopt this view would be adding a condition to the policy. It says that grain in cars is insured. To hold that this does not mean grain which the insured has loaded in cars for the purpose of shipment, but only grain that happens to be in cars, instead of in the elevator, is doing violence to the plain terms of the policy. We do not see that the legal status of this grain was materially different from that of any other grain on the insured premises. Counsel claims that, to make the insurer liable, it must be grain for the loss of which the insured would be responsible, and that, as the grain had been delivered to the carrier, the responsibility of the insured was at an end. This argument is based upon the above-quoted language of the policy: "If in case of loss the assured is liable therefor." Defendant claims that this clause applies to grain owned by the assured, but it is plain that it applies only to grain not belonging to the insured, as that "held in trust or on commission, or sold but not removed." Where the grain is owned by the insured, there is no sense in speaking of the insured being liable for its loss. This grain still belonged to plaintiff, and was in a car within 100 feet of the elevator. We have considered quite carefully the rather ingenious argument of counsel, but find it unnecessary to follow it further. The grain to recover for the loss of which the action is brought was covered by the policy.

The policy contained the standard provision making the policy void if any change takes place in the "interest, title or possession of the subject of insurance." There was manifestly no change in "interest" or "title," but defendant contends there was a change in "possession." We think that this clause has no application to such a technical change of possession as there was when the car was loaded and the bill of lading issued. The owner had as much interest as ever to be protected by insurance. It was clearly contemplated that grain would be loaded into cars and shipped, and as clearly provided that the insurance covered grain so loaded, as long as the cars remained within the specified distance of the elevator.—165 N. W. Rep. 487.

THE Universal Grain Code is now used by over 5,000 firms, and many prefer it to any other.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates.

W. T. L. in Sup. 45 to Circular 1-M gives rules, regulations and exceptions to classifications, effective March 10.

N. Y. C. asks increase to New York rates plus 3½¢ per cwt. in the basis of rates on grain and grain products to Camp Dix, N. J.

C. R. I. & P. in Sup. 19 to 13182 quotes rates on grain and grain products between stations on its own lines in Mexico, effective March 10.

Monon in Sup. 19 to 933-F shows switching charges to or from junctions with connecting lines, effective, interstate, March 5, intrastate, Jan. 28.

C. & E. I. in Sup. 10 to 7725 quotes rates on grain in c. l. from stations on its own lines to points in Indiana, Michigan and Ohio, effective March 15.

Boyd in Sup. 15 to A-66 quotes rates on grain and grain products from points in Illinois and Iowa to Central Freight Ass'n and Canadian points, effective March 1.

C. & E. I. in Sup. 3 to 7575-B quotes rates on grain and grain products from stations on its own lines in Illinois, and Cairo, Ill., to points in Illinois, effective March 15.

C., R. I. & P. in Sup. 26 to 17020-E quotes rates on grain and grain products between stations in Illinois, Indiana and Missouri and stations in Arkansas, effective Feb. 21.

Minneapolis & St. Louis in 1668-A shows a reduction in rates on wheat, corn, rye, oats and barley, from Minneapolis and connections to New Ulm, Minn., effective Feb. 15.

C. R. I. & P. in Sup. 28 to 16290-A quotes rates on grain and grain products between stations on its own lines and connections in the southwestern territory it serves, effective March 10.

C. & E. I. in Sup. 10 to 7725 shows changes in joint rates on grain in carloads between stations on its own lines and points in Indiana, Michigan and Ohio, effective March 15.

C. R. I. & P. in Sup. 31 to 12200-A quotes rates on grain, grain products and seed between stations on its own lines in Kansas, also between Kansas and Missouri stations, effective Mar. 10.

C., M. & St. P. in Sup. 27 to 11,891-A quotes rates on grain and grain products from California and Montana points to Washington and Idaho points, effective Feb. 15.

S. P. in 793, 3rd rev. page 1, quotes rates on grain and other articles between points in California and points in California, Nevada and Utah, on S. P. and also to points in Oregon, effective Feb. 16.

Cobb in Sup. 8 to Com. Reshipping Tariff 10 quotes rates on grain and grain products from St. Louis and Carondelet, Mo., and Illinois points, to south and Mississippi junction points, effective Feb. 20.

I. C. asks for an increase of 8¢ per cwt. in rates on c. l. of grain and grain products from Ohio and Mississippi river crossings and related points to gulf coast ports and related points in Mississippi Valley.

C. & E. I. in Sup. 29 to 622-C postpones the effective date of Sup. 26 to this tariff until July 29, 1918. Rates on grain and grain products named in original tariff and supplements in force remain in effect.

Lehigh Valley has filed application to increase rates on grain, bulk ex-lake, applying at and east of Buffalo to Catasauqua and Fogesville, to align with increases made recently by other carriers, the basis to be the 2¢ per cwt. higher than Philadelphia.

C. & E. I. in Sup. 3 to 7575-B shows changes in rates on grain and grain products and seeds from its own stations in Illinois and Cairo via M. & O. to stations named in tariff in Illinois, effective March 15.

C. & A. Sup. 4 to 28-C, showing local rules and exceptions to classifications at stations on its own lines, has been rejected by the Interstate Commerce Commission; tariff 28-C and prior effective supplements will apply.

C. & E. I. in cancellation notice issued Jan. 23 cancels rates from Evansville to Terre Haute, Ind., via E. & I. but does not change interstate rates. Cancellation refers to fifteen supplements and tariffs, effective Feb. 1.

Minneapolis & St. Louis in Sup. 35 to 1754-A quotes rates on grain and grain products between points in Illinois, Missouri, Wisconsin and points in Georgia, Minnesota, South Dakota and Wisconsin, effective Feb. 25.

C. I. & W. in Sup. 13 to ICC 45 quotes rates on grain and grain products and by-products from stations on its own lines and on the Sidell & Olney to all northeastern and many of the middle western states, effective March 1.

A. T. & S. F. in sup. 22 to 11668 quotes rates on grain and grain products, c. l. from points on its own lines and connections in Kansas and Colorado and Missouri river points, to stations on the El Paso & S. W., effective March 18.

G. N. in 1186-A defines milling in transit privileges on barley and rye from stations listed in Trans-Cont. Frt. Buro tariff 2-M to Minneapolis, St. Paul, Duluth, Superior, Wis., Chicago, St. Louis and other points taking group F. G. and J. rates, effective March 5.

Cobb in Sup. 20 to Mo. River-Miss. Valley Tariff 2 quotes rates on grain and grain products and feeds from Kansas City, Mo., Omaha, Neb., and points taking same rates, to stations in Alabama, Kentucky, Louisiana, Mississippi and Tennessee, effective Feb. 20.

Wabash in Sup. 2 to D-9848 quotes rates on grain between stations on its own lines in Illinois, Hannibal, Mo., and Keokuk, Ia., also Fairbury, Ill., on T. P. & W., and East St. Louis, Evansville, Ind., Louisville, Ky., also lower Mississippi Valley points, effective Feb. 18.

A. T. & S. F. in Sup. 9 to 7394-C quotes rates on grain and grain products, c. l., between points on its own lines and connections in Kansas, Colorado, Texas, Louisiana, Oklahoma and Missouri River points to stations on the New Mexico Central, effective March 18.

A. T. & S. F. in Sup. 58 to 5588-J quotes rates on grain and grain products in car lots from points in Kansas, Colorado, Missouri and Oklahoma, also Superior, Neb., to Missouri and Mississippi River points, Chicago, Peoria, and basis for making thru rates, effective March 31.

C., R. I. & P. asks permission to increase from 7½¢ to 10¢ per cwt. the c. l. rates on ground grain screenings and live stock, poultry and pigeon feed in bulk or sacks, from Minneapolis, Minneapolis Transfer and St. Paul, when originating beyond, to Chicago and vicinity and Peoria.

L. A. Lewrey in Sup. 8 to 20-J, names local and joint rates, terminal charges, rules and regulations from or to points within the Chicago district, on in and out bound traffic and rules governing immediate service on freight traffic passing through the Chicago district, issued Jan. 10.

A., T. & S. F. and G., C. & S. F., in Tariff 5702-E, cancel 5702-D and quote rates on broom corn, castor beans, pop corn, seeds, hay and straw between points in Kansas, Colorado, Oklahoma, Superior, Neb. and Joplin, Mo., and stations shown on pages 30 to 63 inclusive, effective March 4.

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## CIFER CODES

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Your Name in gilt letters stamped on front cover of any of the above books for 25 cents extra. For any of the codes, address

## GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.



"The farmers of the Northwest are loyal to the government, but we think they ought not be required by the government to make unnecessary or unequal sacrifices."

In the good old days Illinois was "way out west." Government owned or railroad grant lands then could be had almost for the asking, the ruling price being \$1.25 an acre. In those good old days the first venturesome settler in a county felt he was being deprived of elbow room when the second pioneer moved in. Then, as now, Illinois was one of the big corn states, and boasted of the largest area under one ownership and management devoted to the production of corn.

Robert Nicholson, of Kansas City, Mo., at the suggestion of J. L. Larkin, has culled information regarding the bonanza farm of M. L. Sullivant in Ford and Livingston Counties, Illinois, from the Sept. 23, 1871, issue of Harpers Weekly and supplied data and illustrations in the form of photographic reproductions of the pages.

Mr. Sullivan, a resident of Ohio, living in the vicinity of Columbus, entered 100,000 acres of government lands about 1850, for which he paid the established price, \$1.25 an acre. He did not attempt immediate development but in 1868 he had a thousand acres of prairie sod turned and planted to corn, securing an average of about 20 bus. an acre from the land. Within three years he had about 11,000 acres planted to corn, averaging "fully 45 bus. to the acre," and about 5,000 acres planted to other crops.

The sod was turned and the corn planted and left to take care of itself. In this way a yield of about 20 bus. was secured. The second year the soil produced a much heavier crop. Weeds, fertilizers and bugs seem to have been the least of Mr. Sullivan's troubles.

If there were elevators and grain dealers in the days of this pioneer they did not enrich themselves handling his product. The corn in the ear was stored in cribs 12 ft. wide, 64 ft. long and 12 ft. high, set in pairs facing each other. Each crib held about 3,000 bus. About five miles of such cribs were needed for the 500,000 bus. crop. The corn was shelled and shipped in trainload lots from the farm to New York, being sold direct.

Much of the original 100,000 acres was sold off in large lots and at the time the article under review was written Mr. Sullivant owned 40,000 acres. Probably the largest lot, a relatively small fraction of the original tract, now owned by any one person is worth more than Mr. Sullivant paid for the entire 100,000 acres.

1,255,382. Grain Car Door. Richard Webb Burnett, Montreal, Canada. This door fits in the ordinary opening of a box car, being pivoted at the lower end in the door opening. Above the door jamb is a unity homogeneous member having a socket and keyway, the upper end of the door jamb being pivoted in such socket, with key slidably mounted in said keyway for locking the door jamb. The jamb is arranged to support the door in closed position and may be moved to a position clear-

ing the door. Door jamb may be locked in both door supporting and door clearing positions by means of a vertically sliding key adapted to lie in flat contact with the jamb when locking same.

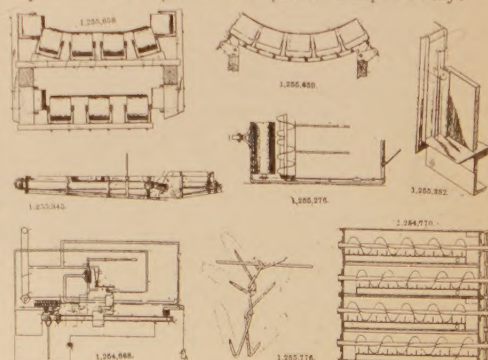
Grain elevator owners and operators, as an evidence of their regard for their own welfare and the safety of the country, are asked to do all in their power to make it most difficult for a fire to originate and, should a fire start despite every precaution taken, to have at hand efficient facilities for extinguishing it.

When the mutual insurance men of the country mobilized their forces to reduce the fire hazard the men in the field were given the following instructions: "Tell the manager of the plants you visit that you are there for one purpose only; that of aiding him to eliminate the fire hazard, and that for this purpose you have the status of proper official authority, altho your salaries are still being privately paid."

In that part of the pamphlet, entitled: "Safeguarding America Against Fire," which relates to the protection of grain elevators, is found this thought: "Submarines alone being insufficient, he (the enemy) drafted the fire bug. Elevator fires were especially to his liking, since one good hot blaze could neutralize the efforts of hundreds of farmers. Thus one fire is said to have destroyed all the grain from 38,000 acres of land, and another is calculated to have destroyed the material for 50,000,000 loaves of bread."

Practically all of the grain with which America and her associates in the war are to be fed is in the keeping of the grain dealer for a time. To him is delegated a grave responsibility and it is much more serious than many appear to regard it. Constant watchfulness will save the elevator and its contents. Grain elevator operators are the watchmen.

A CENTRAL COM'ITE has been appointed by Argentine Republic to distribute seed in the form of advances for the forthcoming harvest and has made a report showing 10,500 applications were received from farmers working 1,902,700 acres, for which 88,309,000 lbs. of seed would be required. Distribution is to be: Buenos Aires, San Luis, Santiago del Estero and Pampa territory, 1,382,624 acres, granted 67,652,119 lbs. of wheat and 1,812,402 lbs. of flaxseed; Entre Rios, 420,076 acres, granted 12,332,532 lbs. of wheat and 6,511,947 lbs. of flaxseed. The average cost price of the seed advances, after taking into account freight, administration expenses, etc., and making reserves for contingencies and for interest at 8 per cent per annum until March 31, 1918, was \$7.47 per 220 lbs. of wheat and \$11.83 per 220 lbs. of flaxseed, for Entre Rios. For the Buenos Aires and other districts prices were \$7.73 and \$12.62 respectively.





# The GRAIN DEALERS JOURNAL.

## Insurance Notes.

WHEN your boiler burns out, it is useless to wire your insurance company for an adjuster.

F. S. DANFORTH, assistant sec'y of the Millers National Insurance Co., has been elected a director of the Lumberman's Mutual of Mansfield, O.

JARVIS H. BLAIR is now field man for the Millers National Insurance Co., with headquarters at Decatur, Ill., vice D. B. Drieske. The latter is now a member of Company M, 344th Infantry, at Camp Grant.

HUTCHINSON, KAN.—FOSS E. Smith, for several years inspector for the Grain Dealers Fire Ins. Co., in Kansas and Oklahoma, has joined the aviation camp at Champaign, Ill.

LANTERNS combined with carelessness have started so many fires in grain elevators, the wonder is fire insurance companies in self-defense do not charge extra for their continued use. Electric lights are far safer and more convenient.

FIELD men of the grain dealers and millers mutuals will hold their annual meeting at Hotel Statler, Detroit, Mich., beginning March 18. This will be a four-day session, with a fifth day added if necessary to give consideration to all matters that come up.

HAY or straw can not often be handled profitably in or adjacent to a grain elevator, as the increase in the fire hazard is sure to swell the cost of the insurance on the entire plant and its contents nearly as much as the profits will possibly amount to.

KENTUCKY's legislature is considering a bill to empower the state Fire Marshal to require cities and towns to provide fire extinguishing apparatus. It does seem ridiculous that it should be necessary to require anyone to protect his own property from the fire fiend, but many communities hold out despite the fact that they pay much more in the way of fire losses and high insurance premiums than what the best fire fighting apparatus would cost. Can it be they prefer to burn?

THE BURNING of an elevator at Sisseton, N. D., within less than an hour after the engine had been stopped and the manager had left the building is given as an example by W. N. Van Camp, insurance commissioner of South Dakota, of the necessity that elevator men go carefully thru their plants at frequent intervals and stay in the building for some time after shutting down the engine, to prevent fires due to overheated machinery.

SAFEGUARDING AMERICA AGAINST FIRE, a bulletin published by the National Board of Fire Underwriters, preaches a strong sermon on the "Great American Bonfire," largely attributed to American carelessness which is characterized as a world danger, for—"American fires de-

stroy our supplies, imperil our resources and weaken our energies to an appalling degree, while back of American fire losses stands the greatest contributing factor, American carelessness."

GRAIN elevator inspectors must submit to a thoro inspection to determine their loyalty. A new regulation provides that after March 15 no such inspections shall be made "except by inspectors whose records to careful investigation by an in-records and nationalities have been sub-

surance company or an approved organization of insurance companies. Names of all inspectors must be sent to the Secretary of the Treasury, with a statement as to their record, and no persons who are natives, citizens or subjects of any nation with which the United States is at war are to have access to maps, inspection reports or other information." Blanks are being sent out to special agents and inspectors on which reports are to be made.

ORGANIZED 1902

## Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM.  
Ask about the "TRI-STATE PLAN" for short term grain insurance.  
E. H. MORELAND, Secretary

## NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

## MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

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Of Chicago, Ill.

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Of Kansas City, Mo.

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Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.  
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.  
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.  
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.  
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Lansing, Mich.

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents  
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

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HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

F. D. MILLIGAN, Pres't GEO. A. WELLS, Sec'y

Write for Information  
Regarding Short Term Grain Insurance

## KEEP YOUR HOUSE LOCKED

It makes little difference where we lay the blame, the fact remains we are having too many mysterious elevator fires. Therefore, it behooves every man to look out for his own. Keep your house well locked at nights and on Sundays. Keep your eyes open during the day. Don't admit strangers unless they have proper credentials. Many towns have volunteer organizations who do night patrol duty. Why wouldn't such an organization be a good thing for your town?

Fitzgerald & McCotter

Western Managers

OMAHA, NEB.



INDIANAPOLIS, IND

C. A. McCotter

Secretary

INDIANAPOLIS, IND.

A fire from any cause will be a calamity; a careless fire will be a crime.



# MOHAWK



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— specify M O H A W K

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301 W. Randolph Street  
CHICAGO

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Line Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$1.75

### GRAIN DEALERS JOURNAL

305 South La Salle Street, CHICAGO, ILL.

## GRAIN DRIERS

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How about that  
**CAR PULLER?**



*When the rails are covered with Snow and Ice  
a pinch bar will not move your cars.*

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We build Car Pullers that will handle

**ONE CAR OR FIFTY CARS**

General Catalogue G-20 describes  
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**Elevating, Conveying and Power  
Transmitting Machinery  
WELLER MFG. CO., CHICAGO**

## SPECIAL NOTICE



We have moved into our new factory at 1004-6 Lynedale Avenue North, where we have greatly enlarged and better facilities for handling our increasing business. We are the sole manufacturer of Bryant Automatic oil filters and DAY'S patented ventilating cap as well as our dust collectors and dust collecting systems. Watch for our next ad. When in need of anything in our line, write

**THE DAY COMPANY**  
Minneapolis, Minn.